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SAN FRANCISCO

PLANNING DEPARTMENT

To Responsible Agencies, Trustee Agencies, and Interested Parties:

September 15, 2007

RE: **CASE NO. 2006.0144E: 651 Dolores Street (Second Church of Christ, Scientist) Project**
NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

A Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the above-referenced project has been issued by the Planning Department. An Initial Study has also been prepared to provide more detailed information regarding the proposed project and the environmental issues to be considered in the Draft EIR. The NOP/Initial Study is either attached or is available upon request from **Brett Bollinger**, at **(415) 575-9024** or at the above address. It is also available online at <http://www.sfgov.org/site/planning>. This notice is being sent to you because you have been identified as potentially having an interest in the project or the project area.

Project Description: The project site is a single, approximately 14,819-square-foot parcel at 651 Dolores Street (Assessor's Block 2505, Lot 28), between 20th and Cumberland Streets, across Dolores Street from Dolores Park in the Second Church of Christ, Scientist, the project sponsor, proposes the existing church structure, an unreinforced masonry building (National Register resource survey) on the site. The project sponsor proposes to construct a new church building area, 13,400 square feet of residential use (8 units) and 12,200 square feet of total area of approximately 34,600 square feet. The project's residential use, reaching a height of 40 feet above grade. The two-story church would be set high atop a double-height worship area on the second story. Including the existing building, the total height would be 51 feet in height above grade. About 4,200 square feet of open space in the project area would serve the project. The proposed project also includes a lot split which would divide a 30,000-square-foot lot into two residential lots of approximately 4,000 square feet, and approximately 6,800 square feet for the new church building. The project site is within the Mission District, and within a 40-X Height and Bulk District. The project sponsor is requesting authorization from the San Francisco Planning Commission to allow a subdivision of existing single-unit buildings on two lots that are within the RH-3 (Residential, Single-Family) C.U. Authorization would also be required for constructing a church building. The project would require a variance for rear yard depth. The project would need to be reviewed by the Planning Advisory Board (LPAB) since the existing church structure is considered a historic building.

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San Francisco, CA 94102

REFERENCE BOOK*Not to be taken from the Library*

The Planning Department has determined that an EIR must be prepared for the proposed project approval. The purpose of the EIR is to provide information about the potential effects of the proposed project, to identify possible ways to minimize the effects, and to analyze possible alternatives to the proposed project. Preparation of an NOP

or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

Written comments on the scope of the EIR are welcome. Please submit comments by the close of business on **October 15, 2007**. Written comments should be sent to Bill Wycko, Acting Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other action for this project. We will also need the name of the contact person for your agency.

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For more questions concerning environmental review of the proposed project, please contact **Brett Bollinger** at **(415) 575-9024**.

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SAN FRANCISCO PLANNING DEPARTMENT

To Responsible Agencies, Trustee Agencies, and Interested Parties:

September 15, 2007

**RE: CASE NO. 2006.0144E: 651 Dolores Street (Second Church of Christ, Scientist) Project
NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT**

A Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the above-referenced project has been issued by the Planning Department. An Initial Study has also been prepared to provide more detailed information regarding the proposed project and the environmental issues to be considered in the Draft EIR. The NOP/Initial Study is either attached or is available upon request from **Brett Bollinger**, at (415) 575-9024 or at the above address. It is also available online at <http://www.sfgov.org/site/planning>. This notice is being sent to you because you have been identified as potentially having an interest in the project or the project area.

Project Description: The project site is a single, approximately 14,819-square-foot parcel at 651 Dolores Street (Assessor's Block 3595, Lot 28), between 20th and Cumberland Streets, across Dolores Street from Dolores Park in the Dolores Heights neighborhood. The Second Church of Christ, Scientist, the project sponsor, proposes the demolition and replacement of the existing church structure, an unreinforced masonry building (National Register Status Code 3S, Here Today historic resource survey) on the site. The project sponsor proposes to construct approximately 9,000 square feet of church building area, 13,400 square feet of residential use (8 units) and 12,200 square feet of parking (31 spaces) for a total area of approximately 34,600 square feet. The project's residential structures would be three- and four-stories, reaching a height of 40 feet above grade. The two-story church would include a cupola of approximately 10.5 feet high atop a double-height worship area on the second story. Including the cupola, the church would reach about 51 feet in height above grade. About 4,200 square feet of open space in the form of a courtyard and rear yards would serve the project. The proposed project also includes a lot split which would divide the existing approximately 15,000-square-foot lot into two residential lots of approximately 4,000 square feet, each, and a single, corner lot of approximately 6,800 square feet for the new church building. The project site is within an RH-3 (Residential, House, Three-Family) district, and within a 40-X Height and Bulk District. The project sponsor would seek Conditional Use (C.U.) Authorization from the San Francisco Planning Commission to allow a subdivision of the existing lot into three lots for four-dwelling-unit buildings on two lots that are within the RH-3 (Residential, House, Three-Family) District with lot splits. A C.U. Authorization would also be required for constructing a church within an RH-3 District. The project would require a variance for rear yard depth. The project would need to be reviewed by the Landmarks Preservation Advisory Board (LPAB) since the existing church structure is considered a historical architectural resource.

As stated in the NOP, the Planning Department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding project approval. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

Written comments on the scope of the EIR are welcome. Please submit comments by the close of business on **October 15, 2007**. Written comments should be sent to Bill Wycko, Acting Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency.

If you have questions concerning environmental review of the proposed project, please contact **Brett Bollinger** at (415) 575-9024.

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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

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|----------------------------------|--|----------------------------------|
| Date of this Notice: | September 15, 2007 | |
| Lead Agency: | San Francisco Planning Department 1650 Mission Street, 4th Floor, San Francisco, CA 94103 | |
| Agency Contact Person: | Brett Bollinger | Telephone: (415) 575-9024 |
| Project Title: | 2006.0144E: 651 Dolores Street | |
| Project Sponsor: | Second Church of Christ, Scientist (Congregation) | |
| Contact Person: | Bill Bellezer | Telephone: (415) 647-0521 |
| Project Address: | 651 Dolores Street | |
| Assessor's Block and Lot: | Assessor's Block 3595; Lot 28 | |
| City and County: | San Francisco | |

Project Description: The project site is a single, approximately 14,819-square-foot parcel at 651 Dolores Street (Assessor's Block 3595, Lot 28), between 20th and Cumberland Streets, across Dolores Street from Dolores Park in the Dolores Heights neighborhood. The Second Church of Christ, Scientist, the project sponsor, proposes the demolition and replacement of the existing church structure, an unreinforced masonry building (National Register Status Code 3S, Here Today historic resource survey) on the site. The project sponsor proposes to construct approximately 9,000 square feet of church building area, 13,400 square feet of residential use (8 units) and 12,200 square feet of parking (31 spaces) for a total area of approximately 34,600 square feet. The project's residential structures would be three- and four-stories, reaching a height of 40 feet above grade. The two-story church would include a cupola of approximately 10.5 feet high atop a double-height worship area on the second story. Including the cupola, the church would reach about 51 feet in height above grade. About 4,200 square feet of open space in the form of a courtyard and rear yards would serve the project. The proposed project also includes a lot split which would divide the existing approximately 15,000-square-foot lot into two residential lots of approximately 4,000 square feet, each, and a single, corner lot of approximately 6,800 square feet for the new church building.

The project site is within an RH-3 (Residential, House, Three-Family) district, and within a 40-X Height and Bulk District. The project sponsor would seek Conditional Use (C.U.) Authorization from the San Francisco Planning Commission to allow a subdivision of the existing lot into three lots for four-dwelling-unit buildings on two lots that are within the RH-3 (Residential, House, Three-Family) District with lot splits. A C.U. Authorization would also be required for constructing a church within an RH-3 District. The project would require a variance for rear yard depth. The project would need to be reviewed by the Landmarks Preservation Advisory Board (LPAB) since the existing church structure is considered a historical architectural resource.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Written comments on the scope of the EIR will be accepted until the close of business on **October 15, 2007**. Written comments should be sent to Bill Wycko, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

State Agencies: We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. Thank you.

September 13, 2007
Date

Bill Wycko
Bill Wycko, Acting Environmental Review Officer

SECOND CHURCH OF CHRIST, SCIENTIST

Initial Study

(Case No. 2006.0144E – 651 Dolores Street)

A. Project Description

Summary

The Second Church of Christ, Scientist (SCCS), the project sponsor, proposes to replace the existing unreinforced masonry church structure, on the southeast corner of Dolores and Cumberland streets in San Francisco, with a new smaller three-story church, and two four-story four-unit residential buildings and associated parking for the church and the residential uses. The 14,819 square-foot project site (Assessors Block 3598, Lot 28) is located on a single parcel at 651 Dolores Street between Cumberland and 20th streets, across Dolores Street from Dolores Park in San Francisco's Dolores Heights neighborhood. The project sponsor proposes approximately 9,000 square feet of church building area, 13,400 square feet of residential use and 12,200 square feet of parking for a total area of roughly 34,600 square feet. The project's residential structures would be three- and four-stories reaching a height of 40 feet above grade.¹ The two-story church would include a cupola of approximately 10.5 feet high atop a double-height worship area on the second story. Including the cupola, the church would reach about 51 feet in height above grade. The project would provide on-site parking for 23 automobiles, including one handicap accessible and one handicap van accessible parking space in a partially below-grade garage, for use by the new church. Eight additional parking stalls would be provided for the eight residential units, for a total of 31 on-site parking spaces. About 4,200 square feet of open space in the form of a courtyard and rear yards would serve the project.

Currently, the site is occupied by the church building of the SCCS which would be demolished as part of the project. This two-and-one-half story unreinforced masonry building includes a floor area of almost 9,000 square feet. The church was designed by architect William H. Crim Jr. and was built in 1917. Although not officially listed in any national, state, or local historical register, the Second Church of Christ, Scientist structure was assigned a National Register Status Code of "3S" (on a scale of 1 to 7, in which 1 is the highest) in 1993, indicating it "appears eligible for the National Register as an individual property through survey evaluation."

¹ Buildings heights here are measured at the midpoint of the project buildings' sloping roofs. Grade is measured at the curb at the midpoint of each proposed lot.

Project Purpose and Need

The church structure is classified as an unreinforced masonry building (UMB) which poses a life-safety hazard in the event of a major earthquake. As such, the property is subject to the City's 1992 UMB Ordinance² which gives owners of such structures three options: 1) upgrade the building to meet current seismic codes, 2) vacate the building, or 3) demolish the building. As part of its efforts to meet the UMB Ordinance, the SCCS congregation obtained a construction estimate in 1999 to seismically upgrade the building. Due to inflation and current construction costs, upgrading the building to meet current UMB codes would cost over \$5 million today, far exceeding the congregation's financial resources. In addition to making the required seismic upgrades, any construction work of this scale would require that the church also be brought up to current building and accessibility codes, which would further increase the overall project costs.

In 2003, the SCCS congregation considered selling the property, and an informal offer was received from another congregation. However, the low offer received would have made it impossible for the congregation to purchase a comparable building in San Francisco. As the congregation cannot afford to bring the building into compliance with the UMB Ordinance and other applicable codes, their only feasible option is to demolish the church and build a new church structure that would comply with the applicable building, seismic and life safety codes.

The SCCS congregation is currently a party to a stipulated injunction and settlement agreement with the San Francisco City Attorney's Office which restricts the congregation from maintaining, operating, or occupying the church building until it obtains all permits necessary to comply with the City's UMB Ordinance.³ If the congregation fails to meet the requirements of the injunction by May 20, 2008, the property will fall into receivership.

The congregation acknowledges that the property is currently in violation of the UMB Ordinance, and since 2005 the congregation has been working with the City Attorney's Office to meet the requirements of the injunction.

As noted in the injunction, the SCCS has applied for a lot split and all permits necessary to demolish the church building and to erect improvements consisting of a new church building and two multi-family residential buildings, each of the applications being subject to compliance with local municipal codes, including but not limited to the UMB Ordinance, as determined by the San

² Adopted by the Board of Supervisors in 1992, UMB Ordinance No. 225-92 requires the City to notify all owners of UMBs and requires all property owners to retain a licensed civil structural engineer or architect to file a Building Inventory Form with the City to identify the "hazard class" of a particular UMB building. The ordinance also requires all owners of UMBs to seismically upgrade buildings by February 15, 2006

³ *City and County of San Francisco vs. The Second Church of Christ, Scientist*. Stipulated Injunction and Settlement Agreement (November 20, 2006), which copy is part of the project file, Case No. 2006.0144E, and may be reviewed by appointment at the San Francisco Planning Department, 1650 Mission Street, Suite 400, or at the CCSF Assessor-Recorder Office, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 190, under Document 2006-1289866-00, Reel J275, Image 0717.

Francisco Department of Building Inspection, Planning Department, and other public agencies, as applicable.⁴

Project Location

The approximately 15,000-square-foot project site (Assessor's Block 3598, Lot 28) is on the block bounded by Dolores Street to the west, Cumberland Street to the north, Guerrero Street to the east and 20th Street to the south. The project site consists of a single parcel at 651 Dolores Street in San Francisco's Dolores Heights neighborhood. Across Dolores Street from the project site is Dolores Park, which is bounded by Dolores Street to the east, Church Street to the west, 18th Street to the north and 20th Street to the south. The approximately 14-acre Dolores Park has a terraced downward slope from south to north. The project site is surrounded by the Mission District to the east, Noe Valley to the southwest, the Liberty Hill Historic District to the southeast, Castro/Eureka Valley to the west and Duboce Triangle to the north (see Figure 1).

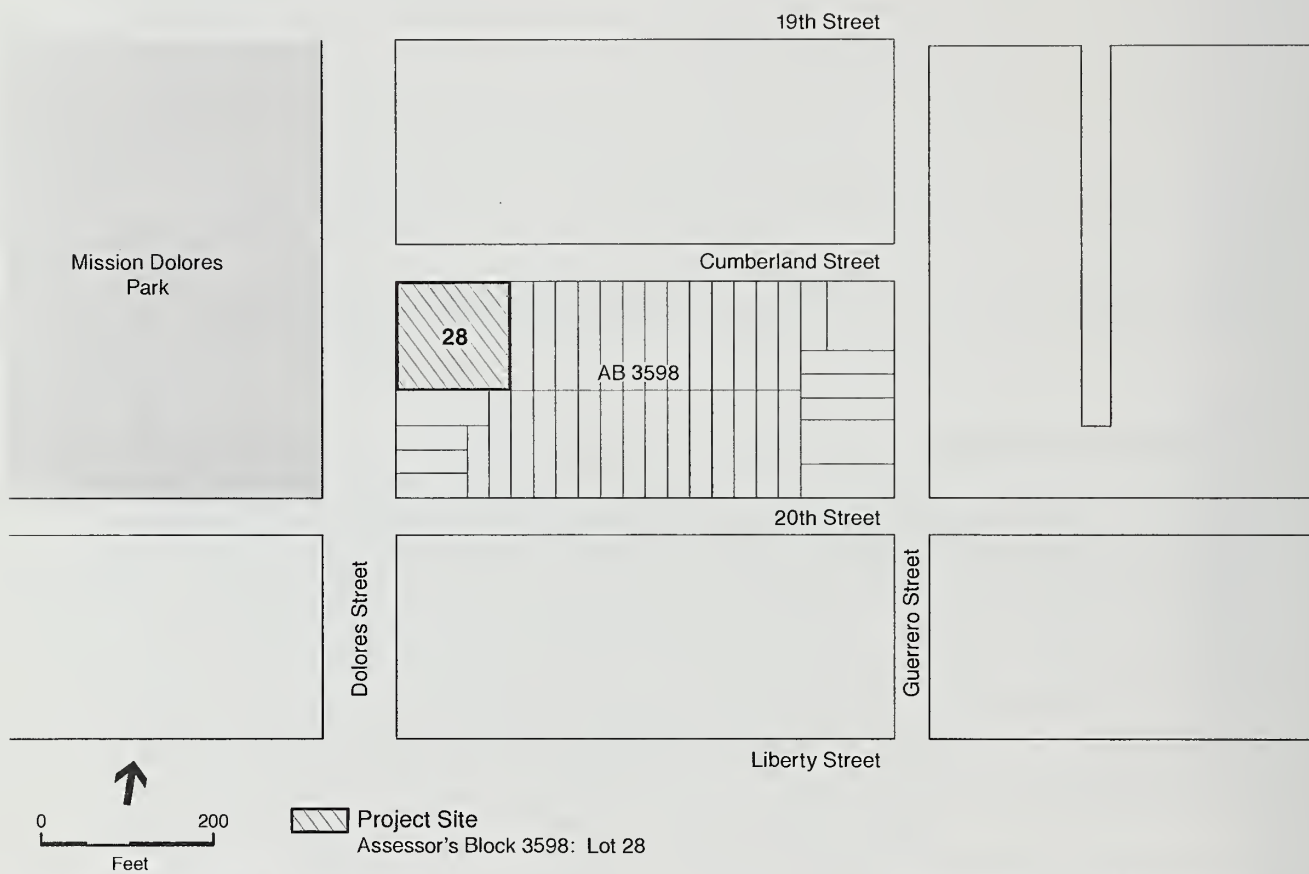
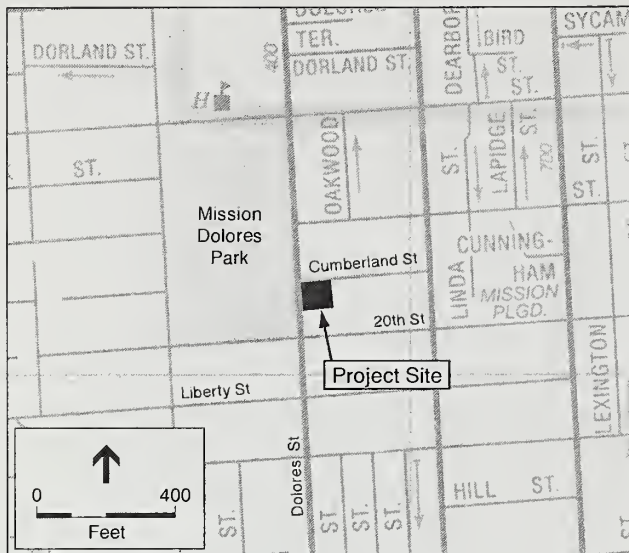
The project site is within an RH-3 (Residential, House, Three-Family) District and a 40-X Height and Bulk District (40-foot height limit; no bulk limit). The RH-3 District is designated to accommodate areas characterized by one to three dwelling units per lot. Surrounding existing uses are predominantly residential with a mix of single- and multi-family uses in two- and three-story structures as well as some institutional/religious uses and small scale neighborhood serving commercial uses approximately one block away. Mission Dolores High School is nearly two blocks northwest from the project site, across 18th Street from Dolores Park.

The project site is served by the J Church MUNI streetcar on Church Street, the 33 MUNI crosstown bus on 18th Street and the Castro Shuttle (S-line) during peak a.m. and p.m. hours. The project site is about five blocks from the major transit node at Castro and Market Streets where pedestrians have access to the F MUNI streetcar, MUNI underground lines K, L and M and MUNI buses 22, 24, 33, 35, and 37.

Proposed Project

The SCCS congregation proposes to demolish the Second Church of Christ, Scientist building, the single existing church structure on the site, and construct a smaller two-story church and eight residential units above a partially below-grade parking structure. The proposed project also includes a lot split which would divide the existing approximately 15,000-square-foot lot into three lots. Two lots would be approximately 4,000 square feet, each, and the third would be a corner lot of approximately 6,800 square feet for the proposed new church (see Figures 2-7). Each of the proposed uses on these three proposed lots, as well as the proposed on-site parking, is described below.

⁴ *ibid*

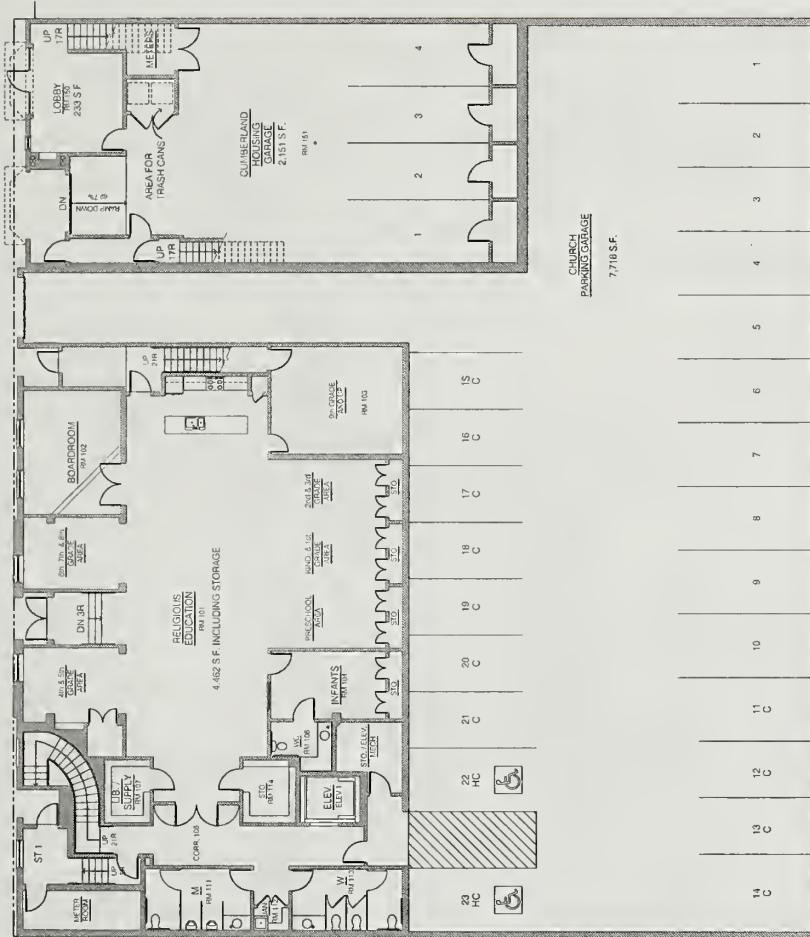


SOURCE: ESA; California State Automobile Association

Second Church of Christ, Scientist . 206073

Figure 1
Project Location

CUMBERLAND STREET

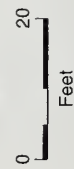
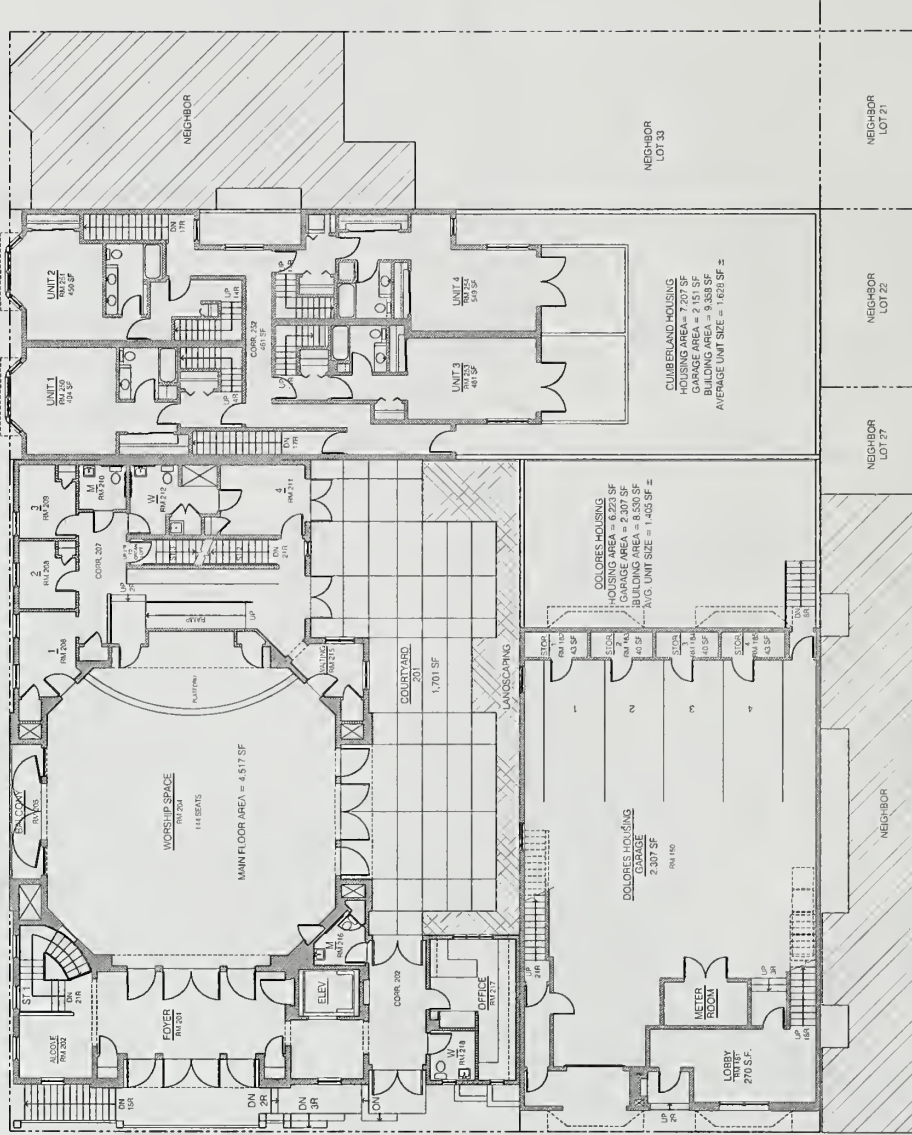


DOLORES STREET



CUMBERLAND STREET

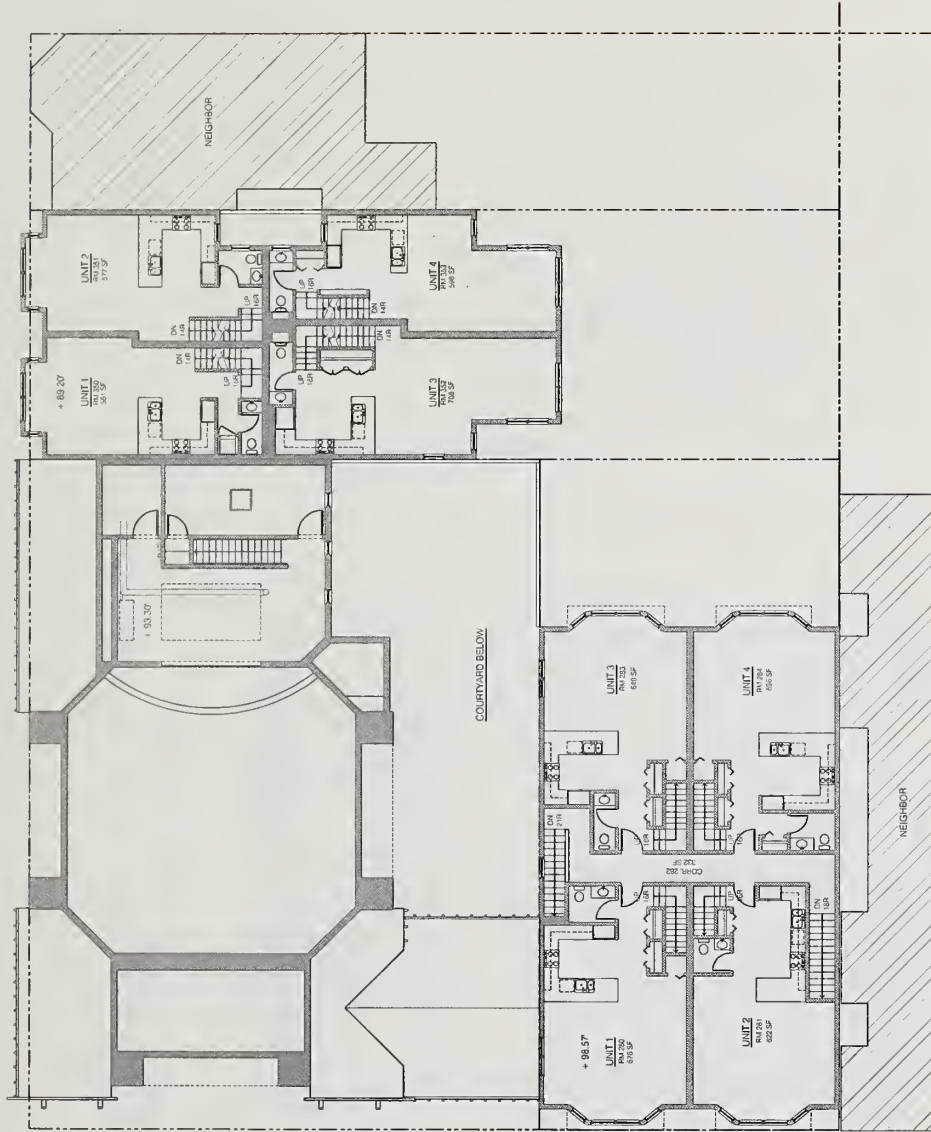
DOLORES STREET



CUMBERLAND STREET

DOLORES STREET

COURTYARD BELOW

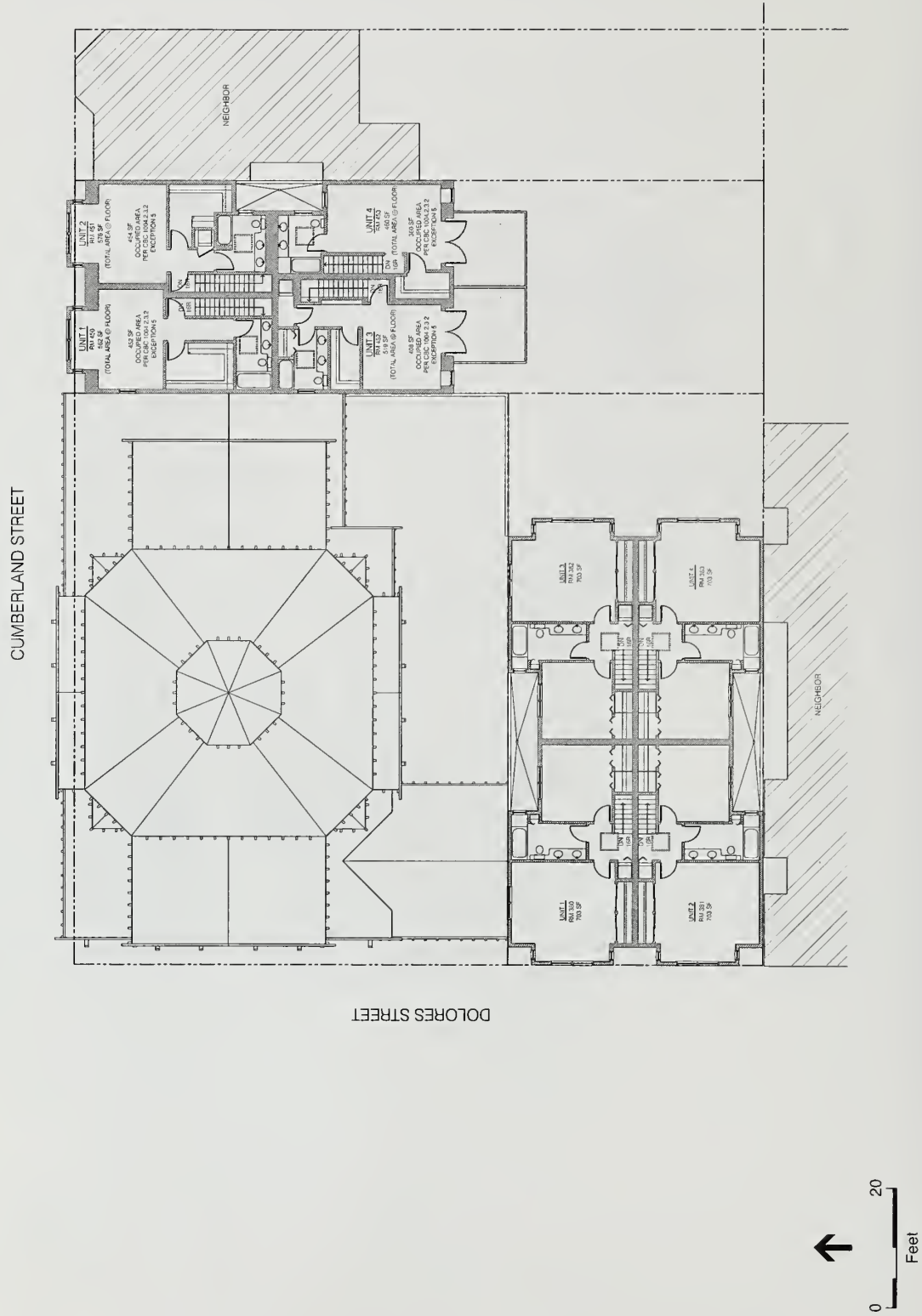


SOURCE: Goldman Architects

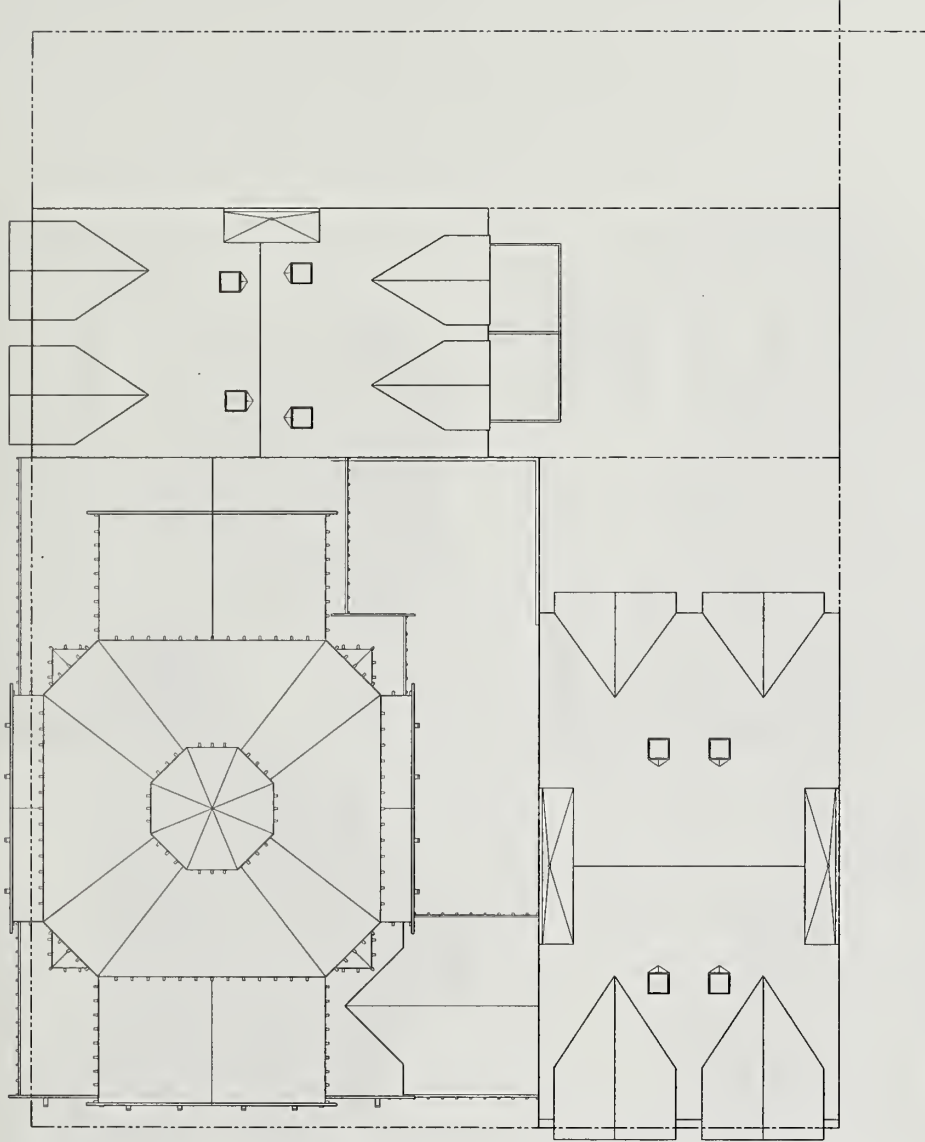
Second Church of Christ, Scientist . 206073

Figure 4

Third Floor Plan



CUMBERLAND STREET

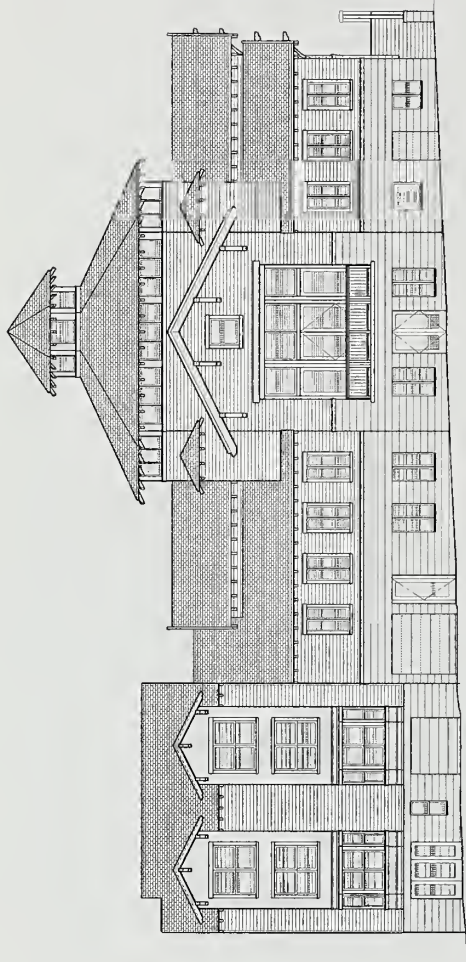


DOLORES STREET

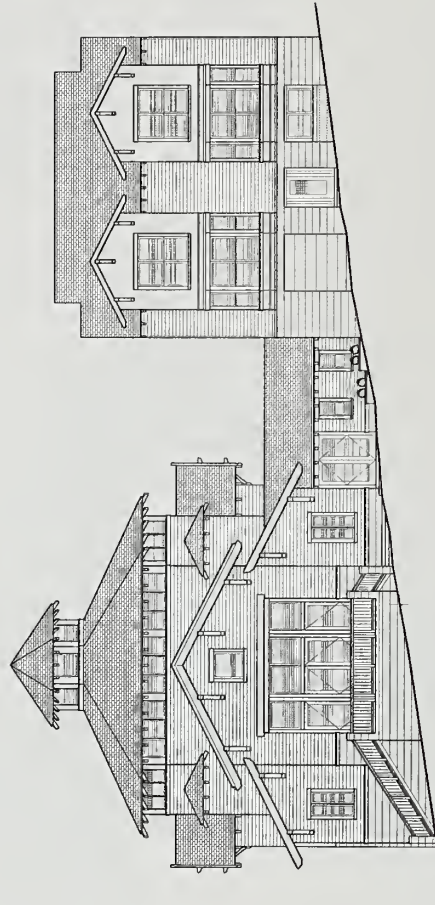


SOURCE: Goldman Architects

Second Church of Christ, Scientist . 206073
Figure 6
Roof Plan



North Elevation – from Cumberland Street

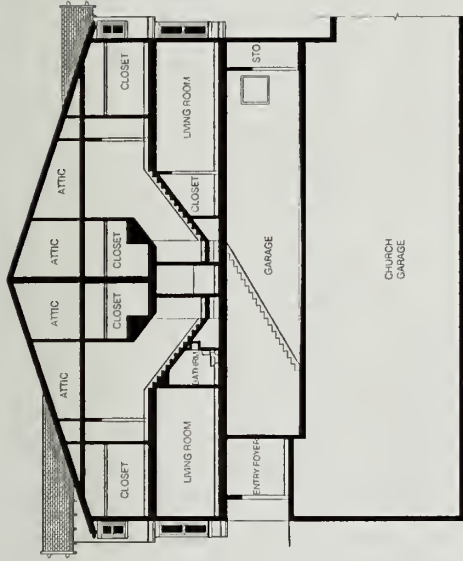


West Elevation – from Dolores Street





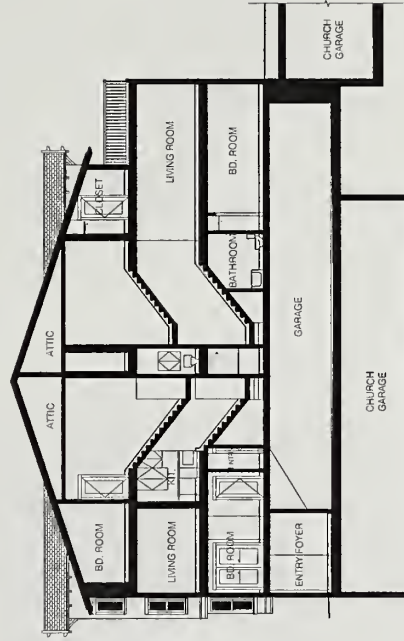
Dolores Street Housing – Looking East



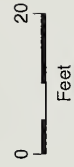
Dolores Street Housing – Looking North

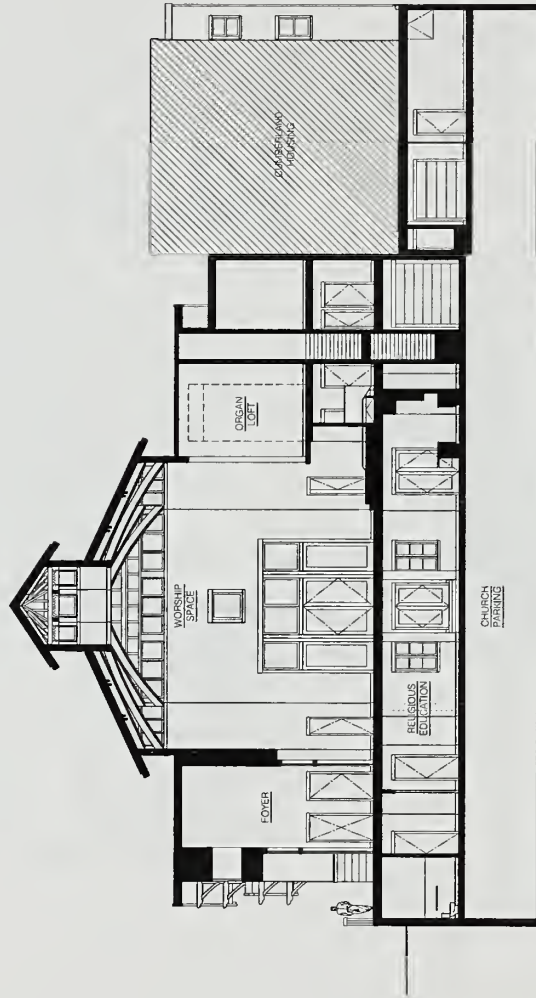


Cumberland Housing – Looking South

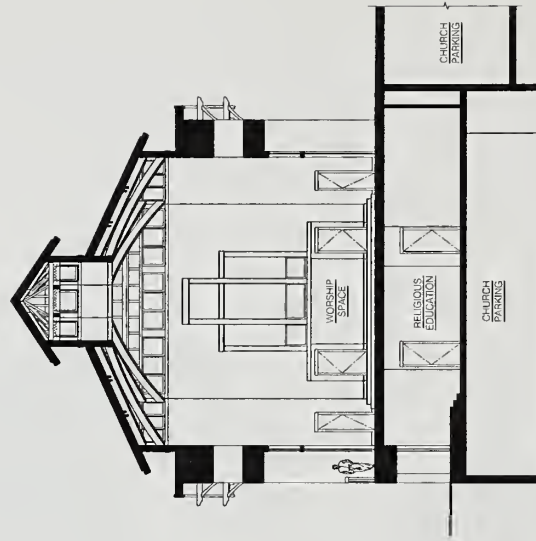


Cumberland Housing – Looking East





Longitudinal Section – Looking North



Transverse Section – Looking East



Proposed Demolition of UMB Church Structure

The project includes the demolition of the existing SCCS church building; the single existing structure on the project site. This unreinforced masonry building (UMB) includes two-and-one-half stories on a floor plate of almost 9,000 square feet. The church was designed by architect William H. Crim Jr. and built in 1917 in a neoclassical style. A substantial base, grand staircases and Giant Tuscan Order columns supported by pedestals frame the main entry on Dolores Street. Other notable features include an octagonal drum, a spherical dome sheathed in slate shingles and neoclassical and classical detailing throughout. Although not officially listed in any national, state or local historical register, the SCCS structure was assigned a National Register Status Code of "3S" in 1993, indicating it "appears eligible for the National Register as an individual property through survey evaluation."

The church is currently operational, but employs no full-time staff. As the church would be replaced with a new, smaller church and does not expect to lose members, it is not likely that the proposed project would result in a loss of employment.

Proposed Church Use

The project would construct a two-story church approximately 9,000 square feet in size on the northwest corner of the project site, with an approximate 95-foot frontage on Cumberland Street and an approximate 72-foot frontage on Dolores Street. The first floor would include about 4,500 square feet of educational space accessible to pedestrians at the street level on Cumberland Street. The second story would be a double-height, 4,500-square-foot assembly/worship area containing space for 144 seats, and an entry foyer with an elevated second story entrance on Dolores Street. On the south side of the church, between the church and the Dolores Street residential structure, a 1,700 square-foot courtyard would provide open space for members and visitors. The church building would reach 40 feet in height, and the rooftop cupola would extend beyond the church building height to reach about 51 feet above grade. The church would be constructed of wood framing over a concrete foundation. Exterior materials would include a ground floor base of scored stucco with wood siding above, wood eave brackets and window trim, and fixed, double-hung, and casement-type windows. Located on top of the gable roof forms would be an eight-sided pyramidal roof over the primary worship space, topped by an octagonal cupola. The architectural style of the proposed new church would be a contemporary version of the Craftsman/Bay Regional style of architecture.

Proposed Residential Uses

To the east and south of the proposed church, the project sponsor would construct a total of eight residential units; four on a new lot fronting Dolores Street, and four on a new lot fronting Cumberland Street. The Dolores Street residential lot would be roughly 95 feet deep with an approximately 42-foot frontage on Dolores Street for a total lot area of approximately 4,000 square feet. On this lot, the sponsor would construct a three-story residential structure (two stories of residential space above parking). This structure would include four two-story dwelling units averaging about 1,400 square feet each for a total of approximately 6,220 gross square feet

of residential floor area. The Cumberland Street lot would be roughly 114 feet deep with about a 35-foot frontage on Cumberland Street, for a total lot area of approximately 4,010 gross square feet. The project sponsor would develop a four-story (three stories of residential above parking) residential structure on this lot, which would include four two-story dwelling units averaging about 1,630 square feet each for a total of about 7,200 gross square feet of residential floor area. Each unit would have two bedrooms, totaling 16 bedrooms on the project site. Together, these two structures would be approximately 13,400 gross square feet. Pedestrian access to the residences would be available from street level residential lobbies located on Cumberland Street and on Dolores Street. Each residential structure would be about 40 feet in height and would include between 1,000 to 1,500 square feet of common open space in the form of rear yards. Similar in style to the proposed church, the proposed residential buildings would be constructed of wood framing over a concrete foundation. Exterior materials would include a ground floor base of scored stucco with wood siding above, wood eave brackets and window trim, paired windows with double-hung sashes, and projecting window bays. The architectural style of the proposed new residential buildings would also be a contemporary version of the Craftsman/Bay Regional style of architecture.

Parking

The project would provide 23 parking spaces for church use and eight residential parking spaces, for a total of 31 on-site parking spaces. The church parking garage would be approximately 7,720 square feet in floor area, and constructed partially below grade due to the slope of the site. Vehicular access to the church garage would be through a single garage door along Cumberland Street.

Parking for the proposed residences on Cumberland Street would be provided in four stalls at grade, with access on Cumberland Street (see Figure 2). Two new curb cuts along Cumberland Street would be required to access the proposed garages. Parking for the proposed residences fronting on Dolores Street would be provided in four stalls at grade, which would be accessed through a single garage door along Dolores Street. The existing curb cut along Dolores Street, currently used to access the existing church parking, would be reused to access the garage for the proposed residential units on Dolores Street (see Figure 3). As such, no new curb cut along Dolores Street would be needed as part of the proposed project.

Street Trees

Seven mature street trees are on the perimeter of the project site (five along Cumberland Street and two along Dolores Street). One street tree on Cumberland Street would be removed for the new curb cut for the church parking garage, and another tree would be relocated further east, due to a new curb cut for the residential parking garage fronting on Cumberland Street. To remove or relocate street trees, the project sponsor would be required to obtain a tree removal permit and comply with the Landmark Tree Ordinance (Sections 802, 804, 807, 808, 811 and 810A of the San Francisco Planning Code), by either planting replacement street trees or paying in-lieu fees that would be deposited into the Adopt-A-Tree Fund and used to enhance the City's urban forestry program. No other trees exist on the project site.

Project Approvals and Schedule

The project sponsor would seek Conditional Use (C.U.) Authorization from the San Francisco Planning Commission to allow for the construction of more than three dwelling units on each of the two residential lots, which are in an RH-3 (Residential, House, Three-Family) District (see Figures 2 through 6).. Two lots, one fronting Cumberland Street and the other fronting Dolores Street, would be occupied by four dwelling units each. A C.U. Authorization would also be required for constructing a church within an RH-3 District. The proposed church and parking garage would be developed on the corner (third) lot. Because the proposed church lot would not meet the requirements of the *Planning Code* Section 134(a)(2) and (c), which calls for a rear yard depth at a minimum of 25 percent of the lot depth, project sponsor intends to seek and justify a variance from the required rear yard depth under *Planning Code* Section 134(e)(1) and (2) for the proposed corner lot. The project would meet the rear yard and open space requirements on each of the two proposed residential lots. The proposed new church structure does not require off-street parking, pursuant to *Planning Code* Section 151; however, the proposed project includes an underground parking garage that provides 23 spaces for the church. The proposed project provides off-street parking that exceeds fifteen spaces and therefore would require a C.U. Authorization.

Although the proposed church building would reach approximately 51 feet in height above grade (as measured at the midpoint along Dolores Street), Section 260.1(D) of the *Planning Code* allows cupolas to extend beyond the maximum height. The midpoint of the church's sloping roof would measure 40 feet in height and would, therefore, fall within the requirements of the 40-X Height and Bulk District.

The project would need to be reviewed by the Landmarks Preservation Advisory Board (LPAB) since the existing church structure is considered a historical architectural resource. The project's historical resource report, by Page & Turnbull, and the DEIR would be presented at the LPAB's public hearing, at which point its members and the public would have the opportunity to make comments on their accuracy and comprehensiveness. This process would occur prior to the public hearing on the EIR which would be held before the Planning Commission.

The demolition of the existing church structure and construction of the proposed project is estimated to take 18 months from ground breaking, which is anticipated to begin in early 2008. The entire project would be constructed as a single phase. The project would include excavation of approximately 2,100 cubic yards of soil for construction of the partially below-grade parking structure.

B. Project Setting

Land uses in the surrounding neighborhood are primarily residential, with some neighborhood commercial uses, institutional uses, and public parks and open space scattered throughout the neighborhood. Residential uses on the project block include two- and three-story multi-family residential buildings along Cumberland Street and Dolores Street. The residences on the block

and in the project area are similar in height, bulk, and architectural style (primarily Edwardian style, built in the early twentieth century). As mentioned above, across Dolores Street from the project site is the 14-acre Dolores Park, which serves the Dolores Heights/Noe Valley, Castro, and Mission neighborhoods. Religious institutions in the area include Congregation Sha'ar Zahav (a Jewish synagogue), St. Matthew's Lutheran Church, Golden Gate Lutheran Church and Mission Dolores. Educational institutions in the area include Mission Dolores High School, located nearly two blocks to the northwest from the project site.

The project area is well served by transit, with MUNI buses and Metro services available on Market, Mission, 18th, 24th, Valencia, and Church Streets.

C. Compatibility With Existing Zoning and Plans

| | Proposed | Discussed |
|---|-------------------------------------|-------------------------------------|
| Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

Planning Code

The *San Francisco Planning Code (Planning Code)*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed action conforms with the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*, or a reclassification (rezoning) of the site occurs.

The project site is within an RH-3 (Residential, House, Three-Family) use (zoning) district. Areas designated as RH-3 districts are generally characterized by buildings with one to three dwelling units with separate entrances, open space and rear yards, and few non-residential uses. RH-3 districts contain structures with three units in addition to one-family and two-family houses. Dwelling units are predominantly large flats rather than apartment buildings and have a lot width of 25 feet. Areas zoned RH-3 contain more nonresidential uses than areas with other RH zoning designations, allowing for group housing and institutions. Building in these districts typically range from two to four stories and rarely exceed 40 feet in height.⁵ The church, residential, and parking uses proposed for the site would be compatible with the existing uses within the RH-3 District.

⁵ San Francisco *Planning Code* Section 206.1.

The project site is within a 40-X Height and Bulk District. This district allows a maximum building height of 40 feet, and has no bulk limit. The midpoint of the proposed church's sloping roof would be within the 40 foot limit, although the cupola of the church would extend the height to about 51 feet. Section 260.1(D) of the *Planning Code* allows cupolas to extend beyond the maximum height per the Code. Hence, the church structure would comply with the 40-X Height and Bulk District.

The midpoint of the two proposed residential buildings' sloping roofs would be at a height of approximately 34 feet, with the height of the roofs' ridgelines just under 40 feet. Hence, the residential buildings would comply with the 40-foot height limit. Therefore, the proposed project would comply with the 40-X Height and Bulk District limits.

The project site is not within any Special Use District (SUD) or Preservation District, although the Dolores Heights SUD, the Mission Alcoholic Beverage SUD, and the Liberty Hill Historic District are in the project vicinity. Hence, the proposed project would not violate any regulations set forth by any SUD or historic district designation. The existing church structure was included in the Unreinforced Masonry Survey, the *Here Today* historic resource survey, and has been determined individually eligible for the National Register of Historic Places. Therefore, although the subject property is not located with a designated historic district, nor is it a locally designated landmark, the existing church structure is considered an historical resource.

The *Planning Code* Section 150 and Table 1 require one parking space per dwelling unit in an RH-3 District. Thus, for the proposed eight residential units, eight parking spaces would be required. Parking for the church use would not be required, since the proposed 132-seat church would fall below the threshold for parking requirements (one space for each 20 seats if the number of seats in the main auditorium exceeds 200). However, the church building would have 23 parking spaces below grade. In total, the proposed project would provide 31 parking spaces. In addition, the *Planning Code* requires one handicapped-accessible parking space for each 25 parking spaces provided. The church component of the project would meet this requirement by providing two handicapped-accessible parking spaces in its 23-space parking garage. The proposed new church structure does not require off-street parking, pursuant to *Planning Code* Section 151; however, the proposed project includes an underground parking garage that provides 23 spaces for the church.

The Residential Inclusionary Affordable Housing Program contained within *Planning Code* Sections 315 through 315.9 requires that projects of more than five units provide a certain percentage of affordable units. Projects containing between 5 and 9 units are eligible to make a fractional in-lieu payment which goes to a City fund disbursed for construction of affordable housing. Because the project sponsor submitted their first application to the City in January, 2006, prior to the changes to the affordable housing program which went into effect on July 18, 2006,⁶ the project would be exempt from the new affordable housing program requirements. At

⁶ San Francisco Planning Department, *Summary of Recent Changes To The Inclusionary Housing Program*, August 22, 2006.

the time of the project submittal, the Inclusionary Housing Program threshold was ten new residential units; therefore, the proposed project, with eight residential units, was exempt.

The foregoing notwithstanding, the proposed project would conform and comply with the provisions and requirements of the RH-3 District within which the project site is located. Hence, no change in land use controls is required for project approval.

Plans and Policies

San Francisco General Plan

In addition to the *San Francisco Planning Code*, the project site is subject to the *San Francisco General Plan (General Plan)*. The *General Plan* provides policies and objectives to guide land use decisions. Any conflict between the proposed project and policies that relate to physical environmental issues are discussed in Section D, Evaluation of Environmental Effects. The compatibility of the proposed project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project. *General Plan* Objectives and Policies applicable to the proposed project, as well as level to which the proposed project would comply with these objectives and policies, will be discussed in the Environmental Impact Report (EIR).

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use and Land Use Planning); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use and Land Use Planning); (6) maximization of earthquake preparedness (Questions 3a – 13d, Geology and Soils); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8a and b, Wind and Shadow, and Questions 9a and c, Recreation). Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project will contain

the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

Other Plans and Policies

Environmental plans and policies, like the *Bay Area 2005 Ozone Strategy*, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

Approvals

As noted under Approvals Required, p. 11, in addition to a Conditional Use Authorization by the San Francisco Planning Commission and project plans approval by the Planning Department, the proposed project would also require demolition and building permit(s) from the Department of Building Inspection (DBI). Any curb or street modifications would require approval by the Department of Public Works.

D. Summary of Environmental Effects

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Recreation and Public Space | <input type="checkbox"/> Hazards/Hazardous Materials |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mineral and Energy Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Public Services | <input type="checkbox"/> Agricultural Resources |
| <input type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mandatory Findings of |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Geology, Soils and Seismicity | Significance |

E. Evaluation of Environmental Effects

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---|--|---|-------------------------------------|
| 1. LAND USE AND LAND USE PLANNING— Would the project: | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have any substantial impact upon the existing character of the vicinity. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The proposed project is in a developed area where no riparian habitat, sensitive natural community, federally protected wetlands, or an adopted conservation plan exist. Therefore, topic 1c is not applicable to the proposed project.

The approximately 15,000-square-foot project site is located in San Francisco's Dolores Heights neighborhood, on Dolores Street, between Cumberland Street and 20th Street, and across Dolores Street from Dolores Park. Since 1917, the site has been occupied by a two-and-half story church structure belonging to a Second Church of Christ, Scientist congregation. The church building is built to the northwest and east property lines, and is partially setback from its west property lines. A surface lot large enough to accommodate eight cars in tandem and a small private garden are located just south of the building.

The project sponsor proposes to divide the existing approximately 15,000-square-foot parcel into three lots: two lots of approximately 4,000 square feet, each one fronting on Dolores Street and the other fronting on Cumberland Street, and a corner lot of approximately 6,800 square feet. The project would involve demolition of the existing church building on the project site and construction of three buildings, a smaller replacement church and two four-unit residential buildings. The Dolores Street lot would contain a three-story residential structure, which would include four townhouses averaging about 1,400 square feet each and four off-street parking spaces located on the ground level and would include a 1,000-square-foot rear yard. The Cumberland Street lot would contain a four-story residential structure, which would also include four townhouses, approximately 1,630 square feet in size each and four off-street parking spaces. This lot would include a 1,500-square-foot rear yard. The corner lot would contain a 9,000-square-foot, two-story church building with a 1,700-square-foot open courtyard, including about 4,500 square feet of educational space on the first story and a double-height 4,500-square-foot assembly space and foyer on the second story. Forty-two off-street parking spaces would be provided on two below-grade levels.

As discussed above, the project site is in a primarily residential area that has some commercial, retail and institutional uses scattered throughout the area. Within the project area, Dolores Street land uses include two- to three-story single- and multi-family residential buildings as well as the former Lutheran Church building, one block north of the project site. Cumberland and

20th streets consist of two- to six-unit residential buildings that vary in height, generally from two to four stories. Residential uses border the project site (fronting Cumberland and Dolores streets) on its north and west sides. Dolores Park is across Dolores Street from the project site.

Two parks and open spaces, under the jurisdiction of the San Francisco Recreation and Park Department, are within ¼ mile from the project site, including Dolores Park, mentioned above, and Mission Playground. Dolores Park is a district-serving park that occupies the entire block bounded by Dolores Street to the east, Church Street to the west, 18th Street to the south and 20th Street to the north. The 13.7-acre park includes tennis courts, soccer fields, a basketball court, a playground, a clubhouse with public restrooms and a sloping grassy field. About two blocks east of the project site is the Mission Playground and Pool, which is on the block bounded by Guerrero Street to the east, Valencia Street to the west, 20th Street to the south and 19th Street to the north. Mission Playground includes an outdoor public swimming pool; an indoor recreation building; paved and lighted courts for basketball, tennis, and soccer; and an approximately 10,350-square-foot lawn area, which is on two park parcels that front Valencia Street. The entire area of Mission Playground is approximately 88,080 square feet (2.02 acres), including the grassy area.

Land use impacts are considered to be significant if the proposed project would divide an established community, or have a substantial impact upon the existing character of the vicinity. The proposed project would be developed on a corner lot, which would be subdivided into three lots, and would replace one existing building with three buildings, one building on each of the three lots, each with partially below-grade parking garages. The proposed project would be incorporated within the established street plan and would not create an impediment to the passage of persons or vehicles. In addition, the project would not introduce new or incompatible land uses to the area since it would replace an existing church with a smaller church and residential uses. Various religious institutions, such as Congregation Sha'ar Zahav (a Jewish synagogue), St. Matthew's Lutheran Church, Golden Gate Lutheran Church and Mission Dolores, already exist in the project area, and residential uses are the predominate land uses in the project area. The residential component of the proposed project would be consistent with the area's existing residential uses, which range from two-story single-family homes to five-story multi-family buildings. Furthermore, the scale of the proposed buildings would be similar to other buildings in the project vicinity. Since the proposed project would not divide an established community or substantially affect the existing character of the area, it would result in a less-than-significant land use impact.

The project's proposed mix of residential and religious uses would be similar to uses that surround the site in the immediate project area. Furthermore, the proposed project would be somewhat smaller than the existing church on the site, and of similar bulk and height as the surrounding buildings in the area. Because the project would provide a continuation of similar uses to those on and surrounding the site, it would not disrupt or divide the physical arrangement of an established community.

The proposed project is located on a project site that is zoned RH-3 where the proposed residential uses, and the proposed church use would require conditional use authorization. With respect to institutional uses on the project site, the replacement of the existing church with a smaller church on the corner lot would not constitute a change in land use patterns.

For these reasons, the proposed project would not result in adverse environmental impacts related to land use. The proposed project's land use impacts will be discussed in the EIR for informational purposes.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---|--|---|--------------------------|
| 2. AESTHETICS—Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista now observed from public areas? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic setting? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other properties? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Public views of the project site are primarily available from Dolores Park, looking east across Dolores Street. Although the rooftop dome of the church is a prominently visible landmark from this public space, easterly views of the church are partially blocked by existing palms trees located within the Park and along the median of Dolores Street. From the highest point of the park, which is in the southwest corner, distant views of downtown San Francisco, and the East Bay hills are visible above and beyond the church, when looking east and northeast. The proposed project would replace views of the existing church with views of the proposed smaller church on the corner of Cumberland and Dolores streets, and the two three- and four-story residential buildings, one fronting on Dolores Street and the other on Cumberland Street, respectively. The proposed church and two multi-unit residential buildings would be built to the lot lines on all four sides. Because the proposed buildings on the site would be shorter than the existing building, the project would not likely block additional views of surrounding streets, or of distant downtown or East Bay views, that are currently observed from Dolores Park or other public areas. Hence, the project would not degrade or obstruct any publicly accessible scenic views now observed from public areas.

The church dome is a distinct visual landmark that is clearly visible from certain vantage points from within Dolores Park, such as from the highest elevations at the southwestern-most corner

looking in an easterly direction, as described above. Views of the existing church dome would be replaced by views of the sloped, octagonal roof and cupola of the proposed, smaller church and adjacent residential structures. While the absence of the existing church dome as a visual landmark would be noticeable from within the Park, its removal and replacement with the smaller church structure would not constitute a significant visual impact such that the use or enjoyment of the Park by Park users would be substantially diminished.

Other open spaces near the project site are the Mission Playground, located about 800 feet east of the project site, and Jose Coronado Playground and Eureka Valley Recreation Center, both approximately one-half mile from the site. The project site is not visible from any of these public parks due to intervening buildings and the area's sloping topography, thus the proposed new buildings would, likewise, not be seen from these locations. The project site is visible in longer-range views from other public spaces (such as Twin Peaks, Buena Vista Park, or the Corona Heights Playground), but the project would not result in a substantial adverse visual change as the proposed new buildings would blend into the densely built urban fabric of the area. Accordingly, the proposed project would not degrade or obstruct any scenic views or vistas now observed from a public area.

The project would be visible from public sidewalks and streets surrounding the project site. Views from Cumberland Street would consist of the three-story-over-garage level Cumberland Street residential building and the north façade of the church. Similarly, views from Dolores Street would consist of the two-story-over-garage level Dolores Street residential building and the west façade of the church. Since these views would be consistent with surrounding residential styles of the project area and all on-site parking would be hidden from public view, the project would not contribute to any potential cumulative degradation or obstruction of views from public areas.

The proposed project would block or partially block existing northerly views and sunlight access currently available to some residents on the first and second stories of the adjacent, three-story residential building to the south of the project site, at 675 Dolores Street. This building has property-line windows on three residential floors above the ground level. The north-facing windows on the first and second floors of this building, which currently overlook the existing parking lot, garden and the south façade of the church, would be obscured by the proposed three-story residential building on Dolores Street. North-facing windows on the third floor of the adjacent building would likely be unaffected by the project buildings, due to the change in slope between this property and the project site, which is at a lower elevation. The loss of sunlight would likely not affect the residential units on the three residential floors of the adjacent building on Cumberland Street, east of the project site, since the existing church is currently built to its east lot line. There would likely be little noticeable change in this area because the existing church would be replaced by a residential building with a somewhat smaller profile.

No *Building Code* violation would result from the loss of direct sunlight to the north-facing windows of the residential adjacent building to the south of the project site. No habitable rooms would lose their only source of light or air as a result of the project. Each habitable room has at

least one other window that meets *Building Code* requirements for light and air. (These requirements do not apply to bathrooms.) Thus, rooms would not require alteration to meet *Building Code* requirements. The project would result in comparable views and lighting conditions to those that are available elsewhere in the neighborhood, where most buildings are constructed to the property line. In an urban area, such as the project neighborhood, the loss of some existing private views is not generally considered a significant adverse effect on the environment, because limited views are commonplace in densely developed urban neighborhoods and normally accepted as part of urban living. This effect would, therefore, be considered less than significant.

The proposed project would not substantially damage any scenic resources, including trees or rock outcroppings since none exist on the project site.

As the existing site consists of a two-and-half-story church building, a small parking lot and a private garden, the proposed three new buildings, would be built to lot lines and would result in a noticeable visual change to the site and the immediate vicinity (see Figure 8 for existing views of the site). The current views of the church and the small parking lot would no longer be present since they would be replaced by the proposed smaller church and two residential buildings, which would be constructed to lot lines.

The proposed 51-foot-tall church and the two 40-foot-high residential buildings would be constructed of wood-framing atop a reinforced concrete ground-floor podium and basement. All three buildings would be constructed in a contemporary version of the Craftsman/Bay Regional style, which would be appropriate in scale and style with surrounding neighborhood buildings. Similar to the existing church, the proposed church would be a prominent focal point on the corner of Dolores and Cumberland streets, dominated by an eight-sided pyramidal roof form topped by an octagonal cupola. Exterior materials would include a ground floor base of scored stucco with wood siding above, wood eave brackets, and window trim, fixed, double-hung, and casement-type windows (see Figure 5 in the Project Description). The proposed church building's main entrance would front on Dolores Street. Similar to the existing church, would also have a side entrance on Cumberland Street.

As shown on plans in Figures 2, 3, and 7, entrances to the residential buildings would be provided on Cumberland and Dolores streets.



View of the Existing Church from Dolores Park, Looking East



View of the Existing Church in Context of Cumberland Street Corridor

SOURCE: ESA

Second Church of Christ, Scientist . 206073

Figure 10
Views of the Project Site

The proposed church would be two stories, and the proposed residential buildings would be three- and four stories. The project would conform to the site's 40-X height and bulk district controls and would be compatible with the height of surrounding buildings, which range from one story to three stories. While the proposed project would be visible to neighboring residents and workers, the residential component of the project would be visually similar to other residential uses in the project vicinity in terms of its building materials, massing, and height. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings, nor would it contribute to any potential cumulative negative aesthetic effect.

The project site would be more noticeable at night than under existing conditions because the project would introduce more residential and church lighting to the site, which would be visible through windows and at building entries. Exterior lighting at building entryways would be positioned to minimize glare, and lighting would not be in excess of that commonly found in urban areas. The project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Therefore, environmental effects of light and glare due to the project would not be significant.

In light of the above discussion, effects on visual quality would not be significant.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---|--|---|-------------------------------------|
| 3. POPULATION AND HOUSING— Would the project: | | | | |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people or employees, necessitating new construction elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The building on the project site is currently used by the Second Church of Christ, Scientist for religious services. The church congregation has been decreasing over the last several decades, and currently includes about 50 people. There is no housing on the project site at present. Therefore, the project would not result in any displacement of residential or commercial uses.

In general, a project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project, an infill development consisting of the replacement of the church with a smaller church and eight dwelling units, would be located in an urbanized area and would not substantially alter existing development patterns in the Dolores

Heights District or in San Francisco as a whole. The proposed project would replace 23,500 gsf of church space and its parking, with approximately 9,000 gsf of church and ancillary religious educational space, 13,400 gsf of residential space, and about 12,200 gsf of parking in a fully developed area. Located in an established urban and primarily residential neighborhood, the project would not necessitate or induce the extension of municipal infrastructure. The addition of eight new residential units would increase the population on the site by approximately 15 persons.⁷ While potentially noticeable to immediately adjacent neighbors, this increase would not result in a substantial impact on the population of the City and County of San Francisco. The 2000 U.S. Census indicates that the population in the project vicinity is approximately 5,427 persons.⁸ The proposed project would increase the population in the project area by an estimated 0.28 percent, and the overall population of the City and County of San Francisco by less than 0.01 percent.⁹

In addition to the residential component, the church on the site would attract approximately 50 members of the congregation to church services, which are typically held on Wednesday evenings and Sunday mornings. This would not be considered a significant impact, since the same members of the congregation currently meet in the existing church on the project site. The new educational space and the newly constructed church would be able to accommodate the congregation currently sustained by the church, and according to the project sponsor, the number of congregation members is not expected to increase substantially in the foreseeable future. The church would not employ any staff. Therefore, the project would not generate demand for new housing for employees. In the context of the average household occupancy of the Dolores Heights District (which is lower than that of the City as a whole), the proposed project would not result in a substantial population increase. In light of the above, the project would not be expected to induce a substantial amount of growth.

San Francisco consistently ranks as one of the most expensive housing markets in the United States. It is the central city in an attractive region known for its agreeable climate, open space, recreational opportunities, cultural amenities, diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support strong housing demand in the City. New housing to relieve the market pressure is particularly difficult to provide in San Francisco because there is a finite amount of land available for residential development, and because land and development costs are high. The project would not meet the thresholds necessary to comply with the City's Affordable Housing Program (*Planning Code* Sec. 315 *et. seq.*). Hence, the project would be authorized for the development of exclusively market-rate housing. The project applicant has stated that development of market-rate housing on the project site is necessary to finance not only the demolition of the existing church, which does not meet current seismic

⁷ The project site is located in Census Tract 207, which is generally bounded by 17th Street to the north, 22nd Street to the south, Valencia Street to the east and Dolores Street to the west. The population calculation is based on Census 2000 data, which estimates an average of 1.93 persons per household (1.88 per rental unit and 2.20 per owner-occupied unit) in Census Tract 207. It should be noted that this census tract has somewhat smaller households than the citywide average of 2.3 persons per household.

⁸ The population estimate is based on data from the 2000 Census for Census Tract 207.

⁹ This calculation is based on the estimated Census 2000 population of 776,733 persons in the City and County of San Francisco.

codes, but also the construction of the new smaller church, which would comply with current seismic codes.

Although the proposed project would increase the population of the site compared to existing conditions, this increase would not be considered substantial, for the reasons discussed above. Therefore, the project's impact on population would not be considered significant, nor would the project contribute to any potential cumulative effects related to population, as the project would not result in displacement nor create unmet housing demand.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---|--|---|--------------------------|
| 4. CULTURAL RESOURCES— Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Historic Architectural Resources

The Second Church of Christ, Scientist, a Classical Revival style church constructed in 1917, was designed by the well-known architect, William H. Crim Jr. Although not officially listed in the national, state or local historical resource registers, the Second Church of Christ, Scientist structure, was assigned a National Register Status Code of "3S," in a scale from 1 to 5, in which 1 is the highest rating, as part of the citywide unreinforced masonry building (UMB) survey in 1993. A building with a status code of "3S" indicates that it "appears eligible for the National Register as an individual property through survey evaluation." A historic resources evaluation, prepared by Page & Turnbull in 2006 for this project, identified the Second Church of Christ, Scientist, as being not only eligible for listing in the National Register, but also for listing in the California Register of Historical Resources, and as a San Francisco Landmark. A building that qualifies for listing in the state or local registers is considered a historical resource under CEQA Guidelines Section 15064.5. As the proposed project would replace the existing church with a new church, eight residential units and partially below grade parking on the project site, the proposed project would have a significant, adverse impact to a historical resource pursuant to CEQA. Hence, an Environmental Impact Report (EIR) is required, in which this potentially significant, adverse impact of the proposed project will be analyzed, along with mitigation

measures to reduce the significant, adverse project impact. The EIR will also evaluate at least two alternatives to demolition of the church.

Archaeological Resources

According to a memorandum prepared by the San Francisco Planning Department,¹⁰ prior to the 1917 construction of the existing church on the project site, two one-story residences were on the site, which were constructed between 1875 and 1889. These residences, in combination with accessory buildings that were associated with them, covered the majority of the site. Since no information is available regarding the residents who inhabited these structures, it is not known whether archaeological resources from that period exist on the project site or in the immediate project vicinity. Moreover, the construction of the existing church's basement may have destroyed any archeological resources that could have been there. Nevertheless, since there is a possibility, although not likely, that the proposed project could affect CEQA-significant archeological resources by excavation to approximately 10 to 21 feet below the existing basement slab, the project sponsor has agreed to implement Mitigation Measure 1, p. 51, which would ensure that any potential impacts pertaining to the accidental discovery of archeological resources on the project site would be less than significant.

Paleontological Resources/Human Remains

No paleontological resources or human remains are known to be on the project site. With regard to human remains, the project site is adjacent to Dolores Park, which served as a Jewish cemetery for Congregation Sherith Israel from 1861 to 1894. In 1905, the City of San Francisco bought the land and established Dolores Park, which opened to the public in 1906. All gravesites had been moved to Colma in South San Francisco prior to this time. Although the project site is outside the boundaries of this earlier cemetery, there is a low possibility that the proposed project could affect human remains buried outside of an interred cemetery. As such, the project sponsor has agreed to implement Mitigation Measure 1, p. 51, which would ensure that any potential impacts pertaining to the accidental discovery of human remains on the project site would be less than significant.

¹⁰ Randall Dean, Planner/Archeology Technical Specialist, San Francisco Planning Department, Memorandum: *Preliminary Archeological Evaluation of 655 Dolores Street*, January 11, 2007. A copy of this document is available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2006.0144E.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---|--|---|-------------------------------------|
| 5. TRANSPORTATION AND CIRCULATION— Would the project: | | | | |
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The proposed project is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, topic 5c is not applicable to the proposed project.

Traffic

The proposed project would replace an existing church with a new smaller church. The new church would generate approximately the same number of trips to the site as the existing church because the congregation and use of the church would not change. However, the project would add a new use to the site by adding eight residential units to the site, with parking for approximately 15 residents.

Based on the methodology presented in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002), the proposed project would generate approximately 80 net new daily person-trips (inbound and outbound trips) on a typical day. Assuming that all the residential units are two-bedroom, the proposed project would generate approximately 14 new p.m. peak hour person trips (inbound and outbound), and of these trips, approximately five would be in the p.m. peak hour.¹¹

The minimal increase in daily person trips generated by the proposed project would not substantially contribute to traffic delays at local intersections. Therefore, the trips generated by

¹¹ The travel demand estimates of daily and p.m. peak-hour person and vehicle trips are based on Appendix C of the 2002 Guidelines. Appendix C for residential uses which is based on 2000 U.S. Census mode split data for the project area.

the proposed project would not constitute a significant impact, either individually or cumulatively.

Parking

The proposed project would supply a total of 23 parking stalls, including one handicap accessible and one handicap van accessible, for use by the new church. Eight additional parking stalls would be provided for the residential uses. The total number of parking spaces would be 31 stalls provided in below-grade levels of the three buildings.

The San Francisco Planning Code requires one parking space per dwelling unit in accordance with Section 151 and Table 151. The proposed residential component of the project would include one parking space for each residential unit, and as such, would meet the Code requirement for residential parking. In addition, 23 parking spaces would be provided for the church. According to the Planning Code, the project would also be required to provide one handicapped-accessible parking space. The project would exceed this requirement by providing two handicapped-accessible parking spaces.

The parking demand for the residential portion of the development would be 1.46 parking spaces per condominium unit, for an estimated demand of 12 parking spaces (Institute of Transportation Engineers [ITE] *Parking Generation* [3rd edition], 2004). As the proposed project would include eight residential parking spaces, there would be an estimated parking deficit of approximately four residential parking spaces. The church would have a parking demand of approximately 7.81 parking spaces per 1,000 sq. ft., for a total estimated parking demand of 70 parking spaces (ITE, 2004). As the proposed project would include 23 parking spaces for church uses, there would be an estimated parking deficit of 47 parking spaces. In sum, the proposed project would have a total estimated parking deficit of approximately 51 parking spaces during peak parking conditions. However, it should be noted that peak parking demand for the church would be different than peak parking demand for the residential uses, and would be centered around worship schedules. Furthermore, as the congregation currently includes about 50 members, it is likely that actual parking demand would be considerably less than the estimated 70 spaces. Also, while weekday church parking demand data is limited, one study (ITE, 2004), reported a demand of 1.17 vehicles spaces per 1,000 sq ft., which would give this time period a demand of 11 parking spaces for the church use. The proposed project would provide 23 off-street parking spaces for church members, or approximately 15 more off-street parking spaces than the current eight spaces provided for the church. This would alter parking patterns in the general vicinity on Sunday mornings and Wednesday afternoons by making available 15 additional off-street parking spaces to church members who would typically seek on-street parking (if arriving/departing by automobile), thereby reducing the existing parking deficiency in the immediate area at these times.

Under *California Public Resources Code* Section 21060.5, "environment" is defined as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance." San Francisco does not consider parking supply part of the permanent physical environment. Parking conditions are not static, as parking supply and demand vary from day to

day, from day to night, from month to month, etc. Hence, the availability of parking (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts to the environment. However, environmental documents should evaluate the potential secondary physical impacts that could be triggered by a social impact (CEQA Guidelines Section 15131(a)). The inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit services, taxis, bicycles, or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." As discussed above, the project area is well-served by public transit, which provides alternatives to auto travel. Therefore, the creation of, or increase in parking demand resulting from a proposed project that cannot be met by existing or proposed parking facilities would not be considered a significant physical environmental effect.

The transportation analysis accounts for potentially secondary effects, such as cars circling and looking for parking spaces in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the trip generation, as well as the associated air quality, noise, and pedestrian safety analyses, reasonably addresses the potential secondary effects.

Pedestrian, Transit, and Bicycle Conditions

Pedestrian trips generated by the project would include walking trips to and from the residential and religious uses as well as walking trips to and from the local and regional transit stops and stations. The proposed project would generate approximately seven new p.m. peak-hour pedestrian trips, including those who would use transit. Pedestrians would enter and exit the proposed project site via Dolores and Cumberland streets. The capacity of sidewalks and crosswalks in the vicinity of the project site would continue to operate at acceptable levels and would not be adversely affected by the proposed project.

The project site is immediately served by the J Church MUNI streetcar on Church Street (one block away) as well as the 33-Stanyan MUNI crosstown bus on 18th Street (1.5 blocks away). The project site is also about five blocks from the major transit node at Castro and Market Streets where pedestrians have access to the F MUNI streetcar, MUNI underground lines K, L and M, and S during a.m. and p.m. peak commuter times, and MUNI buses 22, 24, 35, and 37.

The proposed project would meet Planning Code (Section 155.5) requirements for bicycle parking, by providing a minimum of five spaces of enclosed bicycle parking. Bicyclists would access the site via the Cumberland Street and Dolores Street buildings' entrances, and bicycle storage for the church's congregants would be located in the church parking garage. The net new increase in vehicular traffic generated by the project would not be substantial enough to adversely affect bicycle travel in the area and this impact would be less than significant.

Loading

During residential move-in and move-out activities, residents would be able to reserve curb parking along Dolores Street through the Mission District station of the San Francisco Police Department. The church, which currently has a passenger loading area along Dolores Street, would continue to have a passenger loading area along this street. No loading would occur on Cumberland Street. Since no substantial loading problems are anticipated, loading impacts would not be significant.

Traffic Hazards; Emergency Access

The project would not have design features or uses that would substantially increase traffic hazards. In addition, the proposed project would not result in a significant impact with regard to emergency access, as the project site is accessible from Dolores Street, which is a major street, as well as Cumberland Street.

Construction

Project construction would last approximately 18 months and would typically occur Monday through Friday, between 7:00 a.m. and 3:30 p.m. as well as possibly on weekends.¹² During the construction period, temporary and intermittent construction traffic would result from truck movements to and from the project site. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because there are greater numbers of vehicles on the streets during the peak periods that would have to maneuver around queued trucks. A portion of the sidewalks adjacent to the project site would need to be closed for a portion of the construction duration. Any of the temporary sidewalk closures would be subject to review and approval by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and the Department of Public Works (DPW).

¹² The San Francisco Department of Building Inspection has indicated that construction of projects within the City boundaries may occur between the hours of 7:00 a.m. and 8:00 p.m., seven days a week.

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with the peak periods of traffic and could impede traffic flow. To the extent possible, truck movements would be limited to the hours of 9:00 a.m. and 3:30 p.m. to minimize disruption of the general traffic flow on Dolores Street and adjacent streets.

Throughout the construction period, there would be a flow of construction-related trucks into and out of the site. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect both traffic and transit operations. However, construction-related effects to traffic and transit would be temporary and, therefore, less-than-significant. Furthermore, prior to construction, the project contractor would coordinate with Muni's Street Operations and Special Events Office to manage construction activities and reduce any effects to transit operations.

During project construction, the construction workers would have to compete for on-street and public off-street parking spaces in the project vicinity. The peak number of construction workers anticipated on-site at any time would be approximately 15 persons. Temporary parking demand from construction workers' vehicles and effects on local intersections from construction worker traffic would occur in proportion to the number of construction workers who would use automobiles, but would not substantially affect parking conditions in the project vicinity. Project construction worker traffic and parking demand would be limited to the estimated 18-month construction period, and these effects would not be considered significant.

In summary, the project would not result in significant impacts with regard to transportation.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---|--|---|--------------------------|
| 6. NOISE—Would the project: | | | | |
| a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---|--|---|--------------------------|
| f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Be substantially impacted by existing noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, topics 6e and 6f are not applicable.

Ambient noise levels in the project vicinity are typical of noise levels in greater San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni buses, and emergency vehicles. Dolores Street generates moderate to high levels of traffic noise. A site visit conducted in April 2007 indicated that surrounding land uses do not conduct noticeably noisy operations.

Traffic Noise

Generally, traffic must double in volume to produce a noticeable increase in noise levels. Based on the traffic analysis prepared for the project, traffic volumes would not double on area streets as a result of the project or as a result of project area cumulative traffic growth. Therefore, the project would not cause a noticeable increase in the ambient noise level in the project vicinity, nor would the project contribute to any potential cumulative noise effects.

With regard to effects of the ambient area noise on project occupants, Title 24 of the *California Code of Regulations* establishes uniform noise insulation standards for residential projects. The Department of Building Inspection (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies for the residential development meet State standards regarding sound transmission. This would avoid any significant effect on project residents and church congregation members. Because surrounding land uses do not generate substantial noise, no adverse effect on project residents due to ambient noise is anticipated.

Operational Noise

The proposed project would include mechanical equipment that could produce operational noise, such as heating and ventilation systems. These operations would be subject to the San Francisco Noise Ordinance, Article 29 of the *San Francisco Police Code*. This section establishes noise limits for fixed noise sources, such as building equipment. Compliance with Article 29, Section 2909, would minimize noise from building operations. Therefore, effects related to operational noise would not be significant.

Construction Noise and Vibration

Demolition, excavation, and building construction would temporarily increase noise in the project vicinity. Construction equipment would generate noise and possibly vibrations that could be

considered an annoyance by occupants of nearby properties. No pile-driving is proposed as part of the project, although shoring, underpinning, or a similar foundation type is likely to be required. Therefore, the project would not result in unusual levels of groundborne vibration that would be expected to disturb nearby residents or businesses, and vibration impacts would be less than significant.

According to the project sponsor, the construction period would last approximately 18 months. Construction noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Impacts would generally be limited to the period during which new foundations and exterior structural and facade elements would be constructed. Interior construction noise would be substantially reduced by the existing exterior walls.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the *Police Code*). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (jack-hammers, hoe-rammers, impact wrenches) must have both intake and exhaust pieces muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The project's demolition and construction activities must comply with regulations set forth in the San Francisco Noise Ordinance (Article 29 of the *Police Code*).

The closest sensitive noise receptors to the project site that have the potential to be adversely affected by construction noise are the residents living around the project site, users of Dolores Park, which is across Dolores Street from the project site, and students at Mission High School, which is approximately one and one half blocks northwest of the project site. Although sensitive noise receptors are immediately adjacent to the project site, construction noise would be regulated by the San Francisco Noise Ordinance, as discussed above, and no unusual levels of construction noise are anticipated (such as from pile driving or jack-hammering). The other sensitive noise receptors (park users and students), which range from being located just across the street from the project site to approximately one and one half blocks away, are currently near major thoroughfares which are sources of existing relatively high ambient noise levels. Since the project sponsor would be required to comply with the Noise Ordinance and to adhere to all required specifications that aim to reduce construction noise levels, construction impacts of the project would be less than significant.

In light of the above, effects related to construction noise would not be significant.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---|--|---|-------------------------------------|
| 7. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Construction Air Quality Emissions

Demolition, grading, and new construction activities would temporarily affect local air quality during the estimated 18-month project construction schedule, causing temporary increases in particulate dust and other pollutants. Dust emissions during demolition and grading would increase particulate concentrations near the project site. A portion of these emissions would likely result from equipment traveling over unpaved areas and such dust emissions would have the greatest nuisance potential. Dust is emitted during disturbance of soil and as a result of wind erosion over exposed earth. Dustfall can be expected at times on surfaces within 200 to 800 feet of the source.

Under high winds exceeding 12 miles per hour, localized effects, including human discomfort, might occur downwind from blowing dust. Dust generated from demolition and construction is composed primarily of large particles that settle out of the atmosphere more rapidly with increasing distance from the source and are easily filtered by human breathing passages. In general, dust generated by demolition and construction activities would be more of a nuisance than a health hazard in the vicinity of the project site. However, about one-third of the dust generated by demolition and construction activities consists of smaller size particles in the range that can be inhaled by humans (i.e., particles of 10 microns or smaller in diameter, known as PM-10, although those particles are generally inert). Persons with respiratory diseases immediately downwind of the site, as well as any unprotected electronics equipment, could be sensitive to this dust.

Dust generation would be highly variable. The amount of dust generated on a given day would be dependent on types and amount of demolition and/or construction activity, as well as

meteorological and soil conditions. The highest potential for dust generation occurs during the summer months when winds are highest on average and soil moisture is lowest.

Effects of demolition and construction activities would increase dustfall and elevate levels of fine particulate matter. The proposed project would include a mitigation measure (Mitigation Measure No. 2, p. 54) that would implement the appropriate mandated Bay Area Air Quality Management District (BAAQMD) measures by requiring the project contractor to water the site (with reclaimed water), cover soil and other materials, cover trucks, and sweep the streets to minimize dust generation during excavation, storage, and transport. The contractor also would minimize vehicle emissions by prohibiting idling of engines and by implementing a vehicle maintenance program. Since the proposed project would include these mitigation measures, it would not cause significant construction-related air quality impacts.

The BAAQMD neither recommends quantified analysis of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative demolition and construction emissions. The construction industry, in general, is an existing source of emissions within the Bay Area. Demolition and construction equipment operates at one site on a short-term basis and, when finished, moves on to a new construction site. Because demolition and construction activities would be temporary, the contribution to the cumulative context is so small as to be virtually immeasurable, and all of the appropriate and feasible demolition and construction-related measures recommended by the BAAQMD would be implemented (see Mitigation Measure No. 2, p. 54), the contribution of demolition and construction emissions associated with the proposed project would not be cumulatively considerable.

Operational Air Quality Emissions

Project operation would affect local air quality by increasing the number of vehicles on nearby roads and at the project site, and by adding stationary emissions to the project site. Transportation vehicles are the primary source of operational project-related emissions.¹³ According to CEQA guidance issued by the BAAQMD, a project would have potentially significant emissions impacts if it were to generate more than 2,000 vehicle trips per day. Based on the transportation analysis, the project would generate about 29 total vehicle trips per day and five new p.m. peak hour vehicular trips per day, well below the BAAQMD's threshold for air quality analysis.¹⁴ Therefore, consistent with BAAQMD guidance, no quantitative analysis of transportation air quality is required, and the project would not result in a significant effect with regard to operational air quality.

The project would be generally consistent with the *San Francisco General Plan*, which does not project a population increase in excess of that forecast in the *Bay Area 2005 Ozone Strategy*. Additionally, the *General Plan*, *Planning Code*, and *City Charter* implement various Transportation Control Measures identified in the *2005 Ozone Strategy* through the City's Transit

¹³ Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, December 1999.

¹⁴ *ibid.*

First Program, bicycle parking requirements, transit development fees, and other actions. In light of the above, the project would not contribute considerably to cumulative air quality impacts, nor would it interfere with implementation of the *2005 Ozone Strategy* or the *2001 Ozone Attainment Plan*, which are the applicable regional air quality plans developed to improve air quality to attain the state and federal ambient air quality standards. In terms of cumulative local impacts, CO concentrations would be expected to be lower under cumulative conditions than existing conditions, even with increased traffic and degradation in level of service at some intersections, because improved vehicle emission controls have continuously lowered CO emissions in recent years and are anticipated to continue to do so as older vehicles continue to leave the statewide vehicle fleet. Therefore, cumulative CO impacts would be less than significant.

Stationary source emissions, generated by combustion of natural gas for heating the building spaces and water heating would be relatively minimal compared to transportation emissions, and would be considered less than significant. The project would not violate any BAAQMD ambient air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, no significant operational air quality impacts would be generated by the project.

Odors

The project would not result in a perceptible increase or change in odors on the project site or in the vicinity of the project, as it would not include uses prone to generation of objectionable odors. Observation indicates that surrounding land uses are not sources of noticeable odors, and therefore, would not adversely affect project residents.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---|--|---|--------------------------|
| 8. RECREATION AND PUBLIC SPACE—Would the project: | | | | |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Cause wind speeds to exceed established comfort criteria? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Cause wind speeds that exceed established hazard criteria or that could result in a safety hazard to project occupants or pedestrians? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Cause shadowing of public open space that would conflict with established local criteria? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---|--|---|--------------------------|
| f) Cause shadowing of privately owned, publicly accessible open spaces that would substantially and adversely interfere with their use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Parks and Recreational Facilities

Recreation and Park Department properties in the project vicinity include the Dolores Park (a 13.7-acre park that includes tennis courts, soccer fields, a basketball court, a playground, a clubhouse with public restrooms and a sloping grassy lawn), which is directly across the street from the project site, on the west side of Dolores Street, and the Mission Playground and Pool (an approximately 2.02-acre recreation area that contains the City's only public outdoor swimming pool, an indoor recreation building, paved and lighted courts for basketball, tennis, and soccer; and a small lawn area), which is two blocks east of the project site.

The proposed project would provide on-site open space for project residents in the form of rear yards, and for church congregation members, a 1,700-square-foot courtyard would be provided on the south side of the church. The project would be within walking distance of the above-noted parks and open spaces. Hence, project residents would have convenient access to private and public open space. With a resident population of approximately 15 persons (an increase of about 0.28 percent in the population of the local census tract, and less than 0.01 percent citywide) and a church congregation of approximately 50 members who may also use the park, the project would not substantially increase demand for or use of either neighborhood parks and recreational facilities, such as Dolores Park and Mission Playground and Pool, or citywide facilities such as Golden Gate Park, such that substantial physical deterioration would be expected. The incremental residential growth that would result from the proposed project would not require the construction of new recreational facilities or the expansion of existing facilities. The project would have no direct effect on existing recreational facilities.

Wind

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. Since the proposed project would not be substantially taller than nearby buildings and the development in the project vicinity is generally small-scale and of a low-rise nature, the project would not result in adverse effects on ground-level winds. Additionally, the proposed project would not affect the climate either in the neighborhood or regionally. Accordingly, the proposed project would result in a less-than-significant wind impact.

Shadow

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed November 1984) in order to protect public open spaces, under the jurisdiction of the Recreation and Park Commission, from shadowing by new and altered structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shade and shadow upon public spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height unless the Planning Commission finds the shadow to be an insignificant effect. In a memo issued on July 12, 2006, the Planning Department determined that the proposed project is not eligible for review under Proposition K and Section 295 of the *San Francisco Planning Code* (i.e., the proposed building would not exceed 40-foot height).¹⁵ Therefore, a shadow fan analysis was not prepared for the project.

The closest public open space in the vicinity of the project site that falls under the jurisdiction of the Recreation and Park Department is Dolores Park, located across Dolores Street from the project site. Because the height and bulk of the proposed building would be smaller than the existing structure on the site, the project is not expected to result in a significant effect with regard to new shadow or contribute to any potential cumulative shading impacts.

The proposed project may add new shade to portions of the project site as well as to surrounding properties because the configuration of the proposed buildings would differ from what is currently on the project site. However, because of the lower height of the proposed buildings compared with the existing building, the net new shading that would result from the project's construction is expected to be limited in scope, and would not increase the total amount of shading above levels that are common and generally accepted in urban areas. The San Francisco Planning Department, as a lead agency, has chosen to incorporate the issue of sun shading effects of proposed projects on public open spaces under the jurisdiction of or to be acquired by the Recreation and Park Commission. However due to the dense urban fabric of the City, the loss of sunlight on private residences or property is rarely considered by the Planning Department to be a significant impact on the environment under CEQA. Although residents may regard the increase in shadow as an inconvenience, the changes in shading as a result of the proposed project would not be considered a significant impact under CEQA.

¹⁵ A copy of the memo addressing the project's ineligibility for review under Proposition K is available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2006.0144E.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---|---|--|---|--------------------------|
| 9. UTILITIES AND SERVICE SYSTEMS—Would the project: | | | | | |
| a) | Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) | Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) | Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) | Require new or expanded water supply resources or entitlements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) | Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) | Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) | Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The project site is within an urban area that is served by utilities and service systems, including water, wastewater and storm water collection and treatment, solid waste collection and disposal, gas, and electricity. The proposed project would add new residential units to the site that would increase the demand for utilities and service systems on the site, but not in excess of amounts expected and provided for in the project area. Demand for utilities and service systems on the site by church users would be similar to, or potentially less than, the current church use, since the new church would be smaller and more efficient in its use of utilities and services. No new water delivery or wastewater collection and treatment facilities would be required to serve the proposed project, and the project would not result in a population increase beyond that assumed for planning purposes by the San Francisco Public Utilities Commission (SFPUC), which provides both water and wastewater service in San Francisco. Project solid waste would be collected by Sunset Scavenger Company, hauled to the Norcal transfer station near Candlestick Point, and recycled, as feasible, with non-recyclables being disposed of at Altamont Landfill, where adequate capacity exists to serve the needs of San Francisco. Any modifications, improvements or hook-ups to any existing utility infrastructure would be the applicant's responsibility. The project sponsor would be required to finance individual utility hook-ups, such as sewer lines and power transmission lines.

For the reasons given above, utilities and service systems would not be adversely affected by the project, individually or cumulatively, and no significant impact would ensue.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|--------------------------|---|--|---|------------------|
| 10. PUBLIC SERVICES— | | | | | |
| Would the project: | | | | | |
| a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: | | | | | |
| i) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| ii) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| iii) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| iv) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| v) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |

The project site is within an urban area that is served by public services, including fire and police services, public schools, parks, and other services. Fire stations located nearby include Station 7, on Folsom and 19th Streets (about nine blocks from the project site) and Station 6, at Sanchez and 15th Streets (nine blocks from the site). The San Francisco Police Department's Mission Station, at 630 Valencia Street (at 17th Street), is five blocks from the project site. Nearby public schools include Edison Elementary School (Dolores and 22nd Streets, three blocks from the site), Everett Middle School (Sanchez and 17th Streets, about eight blocks from the site), and Mission High School (18th and Dolores Streets, about two blocks from the site). The incremental residential growth that would result from the proposed project would increase the demand for public services on the site over the current demand, but not in excess of amounts expected and provided for in the project area, and would not necessitate the need for new or physically altered public facilities. For these reasons, public services would not be adversely affected by the project, individually or cumulatively, and no significant impact would ensue.

| <i>Issues (and Supporting Information Sources):</i> | | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|--------------------------|---|--|---|------------------|
| 11. BIOLOGICAL RESOURCES— | | | | | |
| Would the project: | | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|--------------------------|
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The proposed project is in a developed area and is not located within or near any riparian habitat, sensitive natural community, federally protected wetlands, or an adopted conservation plan area. Therefore, topics 12b, 12c, and 12f are not applicable to the proposed project. Furthermore, the project site contains no wetlands. No rare, threatened, or endangered plant or animal species would be affected by the proposed project. Dolores Park is not considered a sensitive wildlife habitat, given its use as a high-activity public park.

The project site and most of the Dolores Heights District around the project site is developed and covered with structures, roadways, and other impermeable surfaces. Because the project site is in a developed urban area and is almost completely covered by impermeable surfaces, the proposed project would not affect any rare plants or possible animal habitats, including riparian habitat. There are currently seven trees with trunks greater than 4" on surrounding sidewalks around the project site – two on Dolores Street and five on Cumberland Street. Most of these street trees would be retained, with the exception of one tree on Cumberland Street which would be removed for a proposed new curb cut to provide access to the church parking garage, and another tree would be relocated further east on Cumberland Street, due to a proposed new curb cut that would provide access to the residential parking garage on Cumberland Street. The project sponsor would be required to obtain a tree removal permit and comply with the Landmark Tree Ordinance (Sections 802, 804, 807, 808, 811 and 810A of the San Francisco Planning Code) for the removal and relocation of the two street trees.

For the above reasons, the project would not result in any significant effect with regard to biological resources, nor would the project contribute to any potential cumulative effects on biological resources.

| Issues (and Supporting Information Sources): | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------------|---|-------------------------------------|-------------------------------------|
| 12. GEOLOGY, SOILS, AND SEISMICITY— Would the project: | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Change substantially the topography or any unique geologic or physical features of the site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The *San Francisco General Plan* Community Safety Element contains maps that show areas of the city subject to geologic hazards. The project site is located in an area subject to “very strong” groundshaking (Modified Mercalli Intensity VIII) from earthquakes along the Peninsula segment of the San Andreas Fault, and “strong” groundshaking (Modified Mercalli Intensity VII) in the San Francisco Bay Area (Maps 2 and 3 of the Community Safety Element).¹⁶ The project site is not within a seismic hazard zone for liquefaction or seismically-induced landslides, as shown on the official State of California Seismic Hazards Zone Map for San Francisco released on

¹⁶ Continued research has resulted in revisions to ABAG’s earthquake hazard maps. Available on ABAG website (viewed November 15, 2006) at: <http://www.abag.ca.gov/bayarea/eqmaps/mapsba.html>. Based on the 1995 ABAG report, an earthquake on these faults could result in “moderate” and “nonstructural” damage, respectively, in the project vicinity. However, ABAG notes, “The damage, however, will not be uniform. Some buildings will experience substantially more damage than this overall level, and others will experience substantially less damage.” For this reason, ABAG currently produces Shaking Hazard Maps that depict intensity of groundshaking, rather than estimated damage.

November 17, 2000, and prepared under the Seismic Hazards Mapping Act of 1990.¹⁷ In addition, the geotechnical investigation prepared for the project site determined that the potential for liquefaction at the site is very low.¹⁸ The project site is not in an area subject to landslide, (Map 5 of the Community Safety Element); nor in an area subject to tsunami run-up, or reservoir inundation hazards (Maps 6 and 7 of the Community Safety Element).

The project site is not in an Alquist-Priolo Special Studies Zone. No known active fault exists on or in the immediate vicinity of the site.¹⁹ The potential for surface fault rupture at the site is extremely low. The closest active faults are the San Andreas Fault, approximately 5.5 miles southwest of the project site, and the Northern San Gregorio Fault, about 10 miles west of the project site. Like the entire San Francisco Bay Area, the project site is subject to ground shaking in the event of an earthquake on the regional faults.

The project site would be excavated in order to build the sub-grade parking level, but would not be otherwise altered. The project would not substantially change the overall topography of the site.

A preliminary geotechnical investigation and a site-specific geotechnical investigation have been performed for the site.²⁰ The purpose of the geotechnical investigation was to explore subsurface conditions and develop recommendations regarding the geotechnical aspects of project design and construction. According to this report, the project site is generally underlain by stiff moist silty clay with some gravel. The clay becomes very stiff at a depth of approximately 20 feet below ground surface. Groundwater was encountered at a level of 30 feet below grade in one of the three borings drilled at the site.

No potentially liquefiable layers were encountered in any of the borings. Therefore, the geotechnical investigation concluded that the potential for liquefaction or lateral spreading at the project site is very low.

The geotechnical investigation found no geotechnical factors at the site, which would prohibit the construction of the project as proposed. The report included recommendations to address standard geotechnical practices such as site preparation, earthwork, foundation design, and shoring options, which would be required to restrain the sides of the excavation and limit the movement

¹⁷ The Seismic Hazards Mapping Act was developed to protect the public from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and from other hazards caused by earthquakes. This act requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones.

¹⁸ ENGEO, Incorporated, *Geotechnical Exploration*, 655 Dolores Street, San Francisco, California, December 19, 2005. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2006.0144E.

¹⁹ California State Department of Conservation, Division of Mines and Geology (CDMG) *Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of May 1, 1998*, [<http://www.consrv.ca.gov>], November 16, 1998, and CDMG, *Fault Rupture Hazard Zones in California* Alquist Priolo Earthquake Zoning Act, Special Publication 42, Revised 1997.

²⁰ ENGEO, Incorporated, *Geotechnical Exploration*, 655 Dolores Street, San Francisco, California, December 19, 2005. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2006.0144E.

of adjacent structures. The shoring recommendations include a soil retention system with tiebacks or internal braces as well as underpinning of existing adjacent structures.

The final building plans would be reviewed by the DBI. In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. Potential geologic hazards would be mitigated during the permit review process through these measures. For any development proposal in an area of liquefaction potential, the DBI will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report that assesses the nature and severity of the hazard(s) on the site and recommends project design and construction features that would reduce the hazards. To ensure compliance with all *San Francisco Building Code* provisions regarding structural safety, when DBI reviews the geotechnical report (if required) and building plans for a proposed project, it will determine the adequacy of necessary engineering and design features to reduce the potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on the project site would be ameliorated through the DBI requirement for a geotechnical report and review of the building permit application. Any changes incorporated into the foundation design required to meet the *San Francisco Building Code* standards that are identified as a result of the DBI permit review process would constitute minor modifications of the project and would not require additional environmental analysis.

In light of the above, the proposed project would not result in a significant impact related to geology, either individually or cumulatively.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---|--|---|-------------------------------------|
| 13. HYDROLOGY AND WATER QUALITY— Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|-------------------------------------|
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Project-related wastewater and storm water would flow to the City's combined sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. During construction and operations, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Hence, the proposed project would not substantially degrade water quality.

The project site is currently developed with an existing building that covers the majority of the lot and also includes a paved parking lot. The project would not change the amount of impervious surface area nor measurably affect current runoff or groundwater. Hence, neither groundwater resources nor runoff and drainage would be adversely affected.

The geotechnical investigation indicates that groundwater is approximately 5 feet below the proposed bottom of the slab. Hence, dewatering of the site would not be necessary. However, any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding

buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring.

Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

Flooding hazards are not applicable to the project because, with the exception of localized flooding due to inadequate sewer capacity, discussed in Section 10, Utilities and Service Systems, the project area is not subject to flooding and the project would have no impacts on flooding, as the amount of impervious surface at the site would not change due to the project. No portion of San Francisco is within a 100-year flood zone, and the project site is not subject to inundation in the event of reservoir failure.

In light of the above, effects related to water resources would not be significant, either individually or cumulatively.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---|--|---|-------------------------------------|
| 14. HAZARDS AND HAZARDOUS MATERIALS Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---|--|---|-------------------------------------|
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, topics 15e and 15f are not applicable to the proposed project.

A Phase I Environmental Site Assessment has been prepared for the site.²¹ The potential for soil and groundwater contamination and hazardous building materials at the project site were assessed as part of these reports, which are summarized below.

Prior Uses of the Site

As described above under *Archaeological Resources*, uses on the project site prior to construction of the existing church included two, one-story residences constructed between 1875 and 1889. The existing church was originally constructed in 1917 and there is no other indication that it has been used as anything but a church since that time. According to the San Francisco City directory listings, between 1970 and 2005, the church has been occupied by the Christian Science Church until 1995 and then the Second Church of Christ, Scientist until 2005. During some part of its history, the building included the use of an underground storage tank (UST) for heating oil. The tank is no longer operational and has been abandoned in place for an unknown length of time.

The abandoned UST would be removed during the demolition phase of the project. Prior to removal of the UST, the project sponsor or tank removal contractor would be required to obtain approval from the San Francisco Department of Public Health (DPH) of a UST closure plan. Tank closure and removal requires permits from the Fire Department, Fire Prevention Bureau, and from the Department of Public Works, Bureau of Street Use and Mapping. The actual tank closure and removal must comply with procedures specified in the approved closure plan, which could require soil testing following removal and, if necessary, appropriate disposal of any contaminated soil. Any material removed from the tanks (including, if used, wash water) as well as the tank itself must also be properly disposed of at a licensed facility. All disposal must be in accordance with applicable laws and regulations. Compliance with the applicable laws, regulations, and procedures for tank closure and removal would avoid any significant impacts related to the abandoned gasoline and waste oil USTs and the former gas pump at the project site.

²¹ AEI Consultants., *Phase I Environmental Site Assessment, 651-655 Dolores and 95 Cumberland, San Francisco, California*, November 27, 2006. A copy of this document is available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2006.0144E: 651-655 Dolores Street, The Second Church of Christ, Scientist.

Without any specific data to indicate otherwise, the former use of the UST may have resulted in a release of petroleum hydrocarbons to the subsurface. Therefore, Mitigation Measure No. 3, p. 54, is delineated, and, when implemented, would ensure that any contaminated materials would be removed from the site or otherwise managed in a manner ensuring worker and public health and safety, thereby reducing the potential effect to a less-than-significant level.

Hazardous Building Materials

AEI Consultants conducted tests for hazardous building materials in November 2006,²² which are included as part of the Phase I report and summarized below. Although hazardous building materials, including lead-based paint and asbestos, were found on the site, their removal is regulated as described below by Chapter 34 of the *San Francisco Building Code* and Section 19827.5 of the *California Health and Safety Code*, respectively. Therefore, they are unlikely to present a potential for significant impact.

Asbestos

Within the existing building, asbestos-containing materials were found within the duct insulation, boiler jacket, window putty, floor tiles in the basement, and roofing materials. Although found to be in stable condition for current use, removal will require appropriate measures to ensure public safety. Section 19827.5 of the *California Health and Safety Code* requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/alterd including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations. In addition, the BAAQMD will inspect any removal operation when a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of

²² AEI Consultants, November 16, 2006, Comprehensive Asbestos and Lead Based Paint Survey, 655 Dolores, San Francisco. A copy of this document is available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2006.0144E: 651-655 Dolores Street, The Second Church of Christ, Scientist.

California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the DBI would not issue the required permit until the applicant has complied with the notice and abatement requirements described above.

These regulations and procedures, already established as part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

Lead-based Paint

Paints from the exterior pillars, exterior stairs, office sub-floors, banquet room sub-floors, children's room sub-floor, main hall walls, exterior dome walls, and exterior roof access shed (a small structure on top of the roof that contains roof access) were found to contain various percentages of lead. Work that could result in disturbance of lead paint must comply with Section 3407 of the *San Francisco Building Code*, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Section 3407 requires specific notification and work standards, and identifies prohibited work methods and penalties. (The reader may be familiar with notices commonly placed on residential and other buildings in San Francisco that are undergoing re-painting. Generally affixed to a drape that covers all or portions of a building, these notices are a required part of the Section 3407 notification procedure.)

Section 3407 applies to the exterior of all buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, unless demonstrated otherwise through laboratory analysis), and to the interior of residential buildings, hotels, and childcare centers. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the federal Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbances or removal of lead-based paint. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work; protect floors and other horizontal surfaces from work debris during interior work; and make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work. Clean-up standards require the removal of visible work debris, including the use of a High Efficiency Particulate Air Filter (HEPA) vacuum following interior work.

The ordinance also includes notification requirements and requirements for signs. Prior to the commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection (DBI), of the address and location of the project; the scope of work, including specific location; methods and tools to be used; the approximate age of the

structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, owner-occupied or rental property; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include signs when containment of lead paint contaminants is required; requirements for signage when containment is required; notice to occupants; availability of pamphlets related to protection from lead in the home; and notice of Early Commencement of Work [Requested by Tenant].) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and DBI enforcement. In addition, the ordinance describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures in the *San Francisco Building Code* would ensure that potential impacts of lead-based paint due to demolition would be reduced to a level of insignificance.

Fire Hazards; Emergency Response or Evacuation Plans

San Francisco ensures fire safety primarily through provisions of the *Building Code* and the *Fire Code*. Existing and new buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. The proposed project would conform to these standards, which (depending on the building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards would be mitigated during the permit review process.

On-Site Hazardous Materials Use

The proposed project would involve the development of a new smaller church structure and eight dwelling units, in which their use and occupancy may involve relatively small quantities of hazardous materials for routine purposes. The development would likely handle common types of hazardous materials, such as cleaners and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. For these reasons, hazardous materials used by residents and church members in the project buildings would not pose any substantial public health or safety hazards related to hazardous materials. In addition, although the project site is located within a quarter mile of Mission High School, the project would not handle, store, or transport significant quantities of hazardous materials that would impact the students, teachers and staff of this school.

In light of the above, project effects related to hazards and hazardous materials would be less than significant with implementation of Mitigation Measure 3 delineated on page 54 of this initial study.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---|--|---|-------------------------------------|
| 15. MINERAL AND ENERGY RESOURCES—Would the project: | | | | |
| a) Have a substantial effect on the potential use, extraction, or depletion of a natural resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

No mineral resources are located on or near the project site. Therefore topics 16a and 16b are not applicable to the proposed project.

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the *California Code of Regulations*. Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the DBI. The proposed project would meet current state and local codes concerning energy consumption, and would not cause a wasteful use of energy; hence, effects related to energy consumption would not be considered significant.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---|--|---|-------------------------------------|
| 16. AGRICULTURE RESOURCES | | | | |
| In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. | | | | |
| Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project site is located within an urban area in the City and County of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the site as *Urban and Built-Up Land*, which is defined as "...land [that] is used for residential,

industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.” The project site does not contain agricultural uses and is not zoned for such uses. The proposed project would not involve any changes to the environment that could result in the conversion of farmland. Accordingly, topics 17a, b, and c are not applicable to the proposed project.

| <i>Issues (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---|--|---|-------------------------------------|
| 17. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project: | | | | |
| a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have the potential to achieve short-term environmental goals to the disadvantage of achieving long-term environmental goals | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The proposed project has the potential to eliminate important examples of California history through the demolition of a potentially eligible historic building, the Second Church of Christ, Scientist. The EIR will address this issue. No other impacts that would be individually limited, but cumulatively considerable, have been identified. The proposed project does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals, or cause substantial adverse effects on human beings, either directly or indirectly. These issues will not be addressed in the EIR.

F. Mitigation Measures

Mitigation measures required to be implemented such that potential significant environmental impacts, which have been identified in this Initial Study, would be avoided or abated to a less-than-significant level or degree are delineated below. Since these mitigation measures would lessen or avoid the related significant impacts, those issues and topics will not require further analysis in the EIR.

In addition, the EIR will contain a mitigation measures chapter describing these measures, as well as measures that would be, or could be, adopted in order to reduce significant adverse impacts of the project on the existing church, and historical resource. The EIR will be focused on this issue.

The project sponsor has agreed to implement the following mitigation measures that are necessary to avoid potential significant effects as identified in this Initial Study.

Mitigation Measure 1 – Archeological Resources

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid a potential significant adverse impact from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the

expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;

- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effect on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO, in consultation with the archeological consultant, determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B. An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances

of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure 2 – Construction Air Quality

To reduce particulate emissions, the project sponsor shall require the contractor(s) to spray the project site with water during demolition, excavation and construction activities; sprinkle unpaved exterior construction areas with water at least twice per day, or as necessary; cover stockpiles of soil, sand, and other materials; cover debris, soil, sand or other such material on trucks hauling these material; and sweep surrounding streets during demolition, excavation and construction at least once per day. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. All paved access roads, parking area, and any paved areas used for staging shall be swept daily.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 3 – Hazards

The project sponsor shall prepare and implement a Soil Management Plan (SMP) and a Health and Safety Plan (HSP), both of which are described below.

1. Potential hazards to construction workers and the general public during demolition and construction shall be mitigated by the preparation and implementation of a site-specific soil management plan (SMP). Additional testing of site soils will be performed, and the analytical results will be included in the plan. Specific information to be provided in the plan would include soil-handling procedures that segregate Class I from Class II or III fill material and isolate fill material from the underlying native soil. The plan would also include procedures for on-site observation and stockpiling of excavated soils during construction, soil sampling for focused waste classification purposes, and legal disposal at an appropriate disposal facility. In the event that the soil were characterized as a hazardous waste according to State or Federal criteria, the soil shall be disposed of at a Class I disposal facility. Soil classified as a non-hazardous waste could be disposed of at a Class II or III disposal facility in accordance with applicable waste disposal regulations.
2. Potential hazards to construction workers and the general public during demolition and construction shall be mitigated by the preparation and implementation of a site-specific health and safety plan (HSP). The health and safety plan shall meet the requirements of federal, state and local environmental and worker safety laws. Specific information to be provided in the plan includes identification of contaminants, potential hazards, material handling procedures, dust suppression methods, personal protection clothing and devices, controlled access to the site, health and safety training requirements, monitoring equipment

to be used during construction to verify health and safety of the workers and the public, measures to protect public health and safety, and emergency response procedures.

G. Determination

On the basis of this initial study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Bill Wycko,
Acting Environmental Review Officer
for
Dean L. Macris
Director of Planning

DATE

9/13/07

